West Hollywood Housing Element Update

Draft Environmental Impact Report

SCH Number: 2021040781

prepared by

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069
Contact: Alicen Bartle, Project Development Administrator

prepared with the assistance of

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
Los Angeles, California 90014

November 2021

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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed 9000 Wilshire Boulevard Commercial Project (proposed project). This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

Project Applicant

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Project Description

The project consists of a comprehensive update to the City of West Hollywood Housing Element. The Housing Element is a State-required element in the City of West Hollywood General Plan. It provides an indication of the need for housing in the community, particularly the availability, affordability, and adequacy of housing. It is the only element of the General Plan that requires periodic updating per State law. The Housing Element provides the City of West Hollywood's goals, policies, actions, and objectives for housing development, and development and preservation of housing affordability during each State planning cycle. The current Housing Element was adopted in 2013 and is in effect through 2021.

The Housing Element Update for the 6th Cycle will cover the eight-year planning period from 2021-2029. West Hollywood continues to prioritize affordable and inclusionary housing availability for all residents, tailored to the unique demographics of the community. The results of the Regional Housing Needs Assessment (RHNA) allocation will inform planning and development to support the evolving housing needs of West Hollywood residents.

Regional Housing Needs Assessment and Buffer

The Housing Element must address the City's fair share of the regional housing need and specific state statutory requirements and should reflect the vision and priorities of the local community. The Southern California Association of Governments (SCAG) allocated the City of West Hollywood a RHNA Allocation of 3,933 units, of which 1,755 must be affordable to lower-income households.

California Department of Housing and Community Development (HCD) requires local jurisdictions to identify enough future housing sites inventory to not only cover the jurisdiction's 6th Cycle RHNA, but to also provide a sufficient buffer capacity above the RHNA. The buffer capacity is required to

accommodate realistic production rates of affordable housing units; plus having the buffer can allow for instances when a smaller residential project may have to be considered for a given property. The "No Net Loss" Law (Government Code Section 65863) requires maintenance of sufficient sites to meet the RHNA for all income levels throughout the planning period.

With a 15 percent buffer, the City's Inventory of Sites will target identifying a capacity of at least 4,284 units, of which approximately 2,004 will be for low- and very low-income. The RHNA allocation and required buffer are detailed below in Table ES-1.

Table ES-1 Project Characteristics

Income Category	RHNA	Buffer [1]	Total Unit Number
Very Low	1,066	152	1,218
Low	689	97	786
Moderate	682	102	784
Above Moderate	1,496	–	1,496
Total	**3,933**	**–**	**4,284**

[1] 15 percent buffer added to the RHNA requirement for very low-, low-, and moderate income units minus approved and pending projects

To meet the objectives of the RHNA and provide sufficient capacity for housing development, the Housing Element specifies sites for residential development. However, the Housing Element in and of itself does not develop housing. The Housing Element Update concluded that the city has sufficient capacity under existing land use conditions to accommodate its RHNA allocation and no changes to zoning maps, or General Plan density standards and land use designations would be required.

As described in the 2021 Housing Element Update, the City's RHNA can be accommodated in the following categories:

- Planned or pending projects where no rezoning is required
- Vacant or underutilized sites, where new residential units can be developed under current General Plan regulations
- Current accessory dwelling units trends

Project Objectives

- Meet the City's fair share, plus a reasonable buffer, of the regional housing need to accommodate projected population growth within the city and region
- Maintain and enhance the existing housing stock and residential neighborhoods
- Encourage a diverse housing stock to address the needs of all residents
- Provide housing sites to create opportunities for more housing
- Focus on removing governmental constraints to the maintenance, improvement, and development of housing
- Promote non-discrimination and ensure fair and equal housing opportunities for all persons

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following four alternatives. Based on the alternatives analysis, Alternative 2 was determined to be the environmentally superior alternative.

- Alternative 1: No Project
- Alternative 2: RHNA Buffer Removal

Alternative 1 (No Project) involves continued implementation of the existing 2013-2021 Housing Element and a continued growth rate predicted by SCAG to add an additional 1,131 units by 2029. Additionally, under the No Project Alternative, the policy changes proposed as part of the proposed Project would not occur. The City would continue existing policies in the 2013-2021 Housing Element, but new policies that place additional focus on affirmatively furthering fair housing would not be adopted. Due to the limitation placed on development in the city under existing plans and policies, the No Project Alternative would not be consistent with Objective 1 to meet the City's fair share of housing through the planning horizon year of 2029 and Objective 4 to provide housing sites for more housing. Ultimately, this alternative would not fulfill the State requirements regarding updates to the Housing Element and SCAG's RHNA allocation and would not be certified by HCD.

Alternative 2 (RHNA Buffer Removal) would reduce the number of housing units planned for in the Housing Element Update from 4,284 to 3,933, which would meet the City's RHNA allocation but reduce the number of housing units the City needs to provide suitable sites and plan for by 351 units. In addition, Alternative 2 would remove site 3, which is located in the southeast corner of the city and shown in Figure 2-4 in Section 2, *Project Description,* which is the only site located in the high paleontologically sensitive area of the city. Alternative 2 would fulfill most of the project objectives. Objective 1 would be partially fulfilled as the City's would meet its fair share of housing through the planning horizon year of 2029 but would not provide a reasonable buffer and would not comply with "No Net Loss" Law (Government Code Section 65863),and would likely not be certified by HCD.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Section 1, *Introduction*.

Issues to be Resolved

The proposed project would require approval by the California Department of Housing and Community Development (HCD).

Issues Not Studied in Detail in the EIR

Table 1-2 in Section 1, *Introduction*, summarizes issues from the environmental checklist that were addressed in the Initial Study (Appendix A). As indicated in the Initial Study, there is no substantial evidence that significant impacts would occur to the following issue areas: Aesthetics, Agricultural Resources, Biological Resources, Geology/Soils, Hydrology, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, and Wildfire. Impacts to Air Quality,

Cultural and Tribal Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Transportation, and Utilities were found to be potentially significant and are addressed in this EIR.

Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Air Quality		
Impact AQ-1. The Housing Element Update would conflict with or obstruct implementation of the applicable air quality plan and impacts would significant and unavoidable.	**AQ-1 Participation in AQMP Planning.** The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and State air quality standards. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the Housing Element Update and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources.	Significant and Unavoidable
Impact AQ-2. Construction and operation of reasonably foreseeable development facilitated by the Housing Element Update would result in a cumulatively considerable net increase in of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Impacts would be significant and unavoidable.	**AQ-2a Construction Equipment Exhaust Emissions Controls Measures.** For individual housing projects built under the Housing Element Update, the City shall require each project applicant to complete a project-specific construction air quality study. The air quality study shall quantify construction emissions associated with all air pollutant sources, including but not limited to off-road construction equipment, demolition and grading activities, construction worker trips, vendor trips, and haul trips, and compare total emissions to applicable SCAQMD regional and localized significance thresholds. If project-level emissions would exceed SCAQMD thresholds, the City shall require the implementation of measures to reduce construction-related air pollutant emissions below SCAQMD thresholds to the extent feasible, as a condition	Significant and Unavoidable

Impact	Mitigation Measure (s)	Residual Impact
	of project approval. Measures may include, but would not be limited to: ▪ Construction equipment equipped with Tier IV certified engines or CARB-certified Level 3 diesel particulate filters shall be utilized to the extent that this equipment is commercially available. "Commercially available" shall be defined as the availability of Tier IV equipment in geographic proximity to the project site and within a reasonable timeframe relative to critical path construction timing. If Tier IV equipment is not commercially available, Tier III equipment shall be utilized, and documentation shall be provided by the project applicant to the City stating that Tier IV equipment is not commercially available with supporting evidence from the contractor. If CARB-certified Level 3 diesel particulate filters are utilized, they shall be kept in working order and maintained in operable condition according to manufacturer's specifications, as applicable. ▪ 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-powered equivalents (provided 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 In addition, if the construction air quality study determines that project-level emissions would exceed SCAQMD LSTs for PM10 and/or PM2.5, a construction Health Risk Assessment shall be prepared to evaluate whether the health risk associated with project-specific construction activities would exceed the SCAQMD significance thresholds for TACs. The construction Health Risk Assessment shall quantify the carcinogenic health risk and non-carcinogenic hazard index associated with DPM exhaust emissions from project-specific construction activities at the Maximally Exposed Individual Resident and evaluate the health risk and hazard index in comparison to SCAQMD thresholds. If the project-level health risk and/or hazard index associated with construction activities would exceed SCAQMD thresholds, the City shall require the implementation of measures to reduce construction-related air pollutant emissions below	

Impact	Mitigation Measure (s)	Residual Impact
	SCAQMD thresholds to the extent feasible, as a condition of project approval. Measures may include, but would not be limited to, those presented in the bulleted list above. **AQ-2b Operational Emissions Control Measures.** For individual housing projects built under the Housing Element Update, the City shall require each project applicant to complete a project-specific operational air quality study. The air quality study shall quantify operational emissions associated with all air pollutant sources, including but not limited to area, energy, and mobile sources, and compare total emissions to applicable SCAQMD thresholds. If project-level emissions would exceed SCAQMD thresholds, the City shall require the implementation of measures to reduce operational air pollutant emissions below SCAQMD thresholds to the extent feasible, as a condition of project approval. Measures may include, but would not be limited to: ▪ No natural gas fireplaces shall be installed. ▪ No natural gas connections shall be installed. ▪ The use of all-electric landscaping and maintenance equipment shall be encouraged. ▪ The use of low-VOC consumer products (e.g., household cleaners, parking lot degreasers) and low-VOC architectural coatings shall be encouraged. ▪ Additional electric vehicle charging stations beyond those required by the California Building Energy Efficiency Standards and CALGreen shall be installed. ▪ A residential transportation demand management (TDM) program shall be developed and implemented, which may include the following measures: ▫ TDM coordinator or website to provide transit information and/or coordinate carpooling/ridesharing ▫ Designated loading/unloading areas for rideshare vehicles ▫ Additional bicycle parking beyond that required by WHMC Section 19.28.150 ▫ Car and/or bicycle sharing programs ▪ If not present along the project site frontage(s), bicycle lanes and/or sidewalks shall be installed or easements shall be dedicated to the City for future installation.	
Impact AQ-3. The project would expose sensitive receptors to substantial concentrations of toxic air contaminants. Impacts would be significant and unavoidable.	**AQ-2a and AQ-2b**	Significant and Unavoidable

Impact	Mitigation Measure (s)	Residual Impact
Cultural and Tribal Cultural Resources		
Impact CUL-1. Development accommodated by the Housing element update could Adversely affect known and previously unidentified historic-period resources. Impacts to historic-period resources would be significant and unavoidable.	**CUL-1 Historical Resources Built Environment Assessment.** Prior to approval of specific projects, the City shall determine if there are designed built environment features which are over 45 years of age proposed to be altered or demolished. If historical-age features are present, a historical resources assessment shall be performed by an architectural historian or historian who meets the National Park Service Professional Qualification Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct and an intensive-level survey in accordance with the California Office of Historic Preservation guidelines. All evaluated properties shall be evaluated within their historic context and documented in a technical memorandum with Department of Parks and Recreation Series 523 Forms. Should evaluated properties be determined ineligible for historical resources qualification, the report will be submitted to the City for review and approval. Should a property be found to qualify as a historical resource, the project shall be subject to the City's regulations for the issuance of a certificate of appropriateness pursuant to Chapter 19.58 of the West Hollywood Municipal Code.	Significant and Unavoidable.
Impact CUL-2. Development accommodated by the housing element update could adversely affect identified and previously unidentified prehistoric cultural resources. Impacts would be less than significant with the implementation of Mitigation Measures CUL-2a and CUL-2b.	**CUL-2a Archaeological Resources Assessment.** Prior to approval of any individual development projects under the Housing Element Update that will involve ground disturbance activities that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. Assessments shall include a CHRIS records search at the NWIC and of the Sacred Lands File Search maintained by the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the project site. A Phase I pedestrian survey shall be undertaken in proposed project areas that are undeveloped to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able to classify the project area as having high, medium, or low sensitivity for archaeological resources. If the Phase I archaeological survey identifies resources that may be affected by the project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other	Less than Significant with Mitigation

Impact	Mitigation Measure (s)	Residual Impact
	appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to less than significant by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. **CUL-2b Unanticipated Discoveries**. If cultural resources are encountered during ground-disturbing activities associated with individual development projects under the Housing Element Update, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology in either prehistoric or historic archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as excavating the cultural deposit to fully characterize its extent, and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures	
Impact CUL-3. Ground-disturbing activities associated with development under the Housing element update could result in damage to or destruction of human burials. Impacts would be less than significant through adherence to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.	n/a	Less than Significant
Impact CUL-4. Development accommodated by the Housing element update could adversely affect impact tribal cultural resources. Impacts would be less than significant through consultation conducted pursuant to the requirements of AB 52.	n/a	Less than Significant

Impact	Mitigation Measure (s)	Residual Impact
Greenhouse Gas Emissions		
Impact GHG-1. Construction and operation of the proposed project would generate GHG emissions. However, GHG emissions would not exceed project-specific thresholds and impacts would be less than significant.	n/a	Less than Significant
Impact GHG-2. The proposed Housing Element Update would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.	n/a	Less than Significant
Hazards and Hazardous Materials		
Impact HAZ-1. Demolition and construction activities associated with reasonably foreseeable development accommodated under the Housing Element Update may result in the release of potentially hazardous materials and may occur within a quarter mile of a school. However, compliance with regional and federal regulations related to hazardous materials and compliance with the City's Safety and Noise Element policies would minimize the risk of releases and exposure to these materials. Impacts would be less than significant.	n/a	Less than Significant
Impact HAZ-2. Implementation of the Housing Element Update would accommodate development on or near hazardous materials sites. However, compliance with applicable regulations relating to site cleanup and implementation of Mitigation Measure HAZ-1 would minimize hazards from development on contaminated sites. Impacts would be less than significant with mitigation.	**HAZ-1 Property Assessment- Phase 1 and II ESAs.** Prior to the start of construction (demolition or grading), the project applicant shall retain a qualified environmental professional (EP), as defined by American Society for Testing and Materials (ASTM) E-1527, to complete one of the following: If the project is not listed in Appendix D of this EIR, DTSC's GeoTracker, or SWRCB's EnviroStor, then the proponent shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase I ESA. If the Phase I ESA identifies recognized environmental conditions or potential concern areas, a Phase II ESA shall be prepared. If the project is listed in Appendix D of this EIR, DTSC's GeoTracker or SWRCB's EnviroStor, then the project proponent shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase II ESA to determine whether the soil, groundwater, and/or soil vapor has been impacted at concentrations exceeding regulatory screening levels for commercial/industrial land uses. Any and all recommended actions included in the Phase II ESA will be followed. This may include the	Less than Significant with Mitigation

Impact	Mitigation Measure (s)	Residual Impact
	preparation of a Soil Management Plan (SMP) for Impacted Soils (see below) prior to project construction and/or completion of remediation at the proposed project prior to on-site construction. The completed ESAs shall be submitted to the lead agency for review and approval prior to issuance of building or grading permits. **Soil Management Plan Requirements:** The SMP, or equivalent document, shall be prepared to address on-site handling and management of impacted soils or other impacted wastes, and reduce hazards to construction workers and off-site receptors during construction. The SMP shall be submitted to the lead agency, and must establish remedial measures and/or soil management practices to ensure construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the site. These measures and practices may include, but are not limited to: ▪ Stockpile management including stormwater pollution prevention and the installation of BMPs ▪ Proper disposal procedures of contaminated materials ▪ Monitoring and reporting ▪ A health and safety plan for contractors working at the site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection ▪ The health and safety plan will also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction The lead agency shall review and approve the development site SMP for impacted soils prior to demolition and grading (construction. **Soil Remediation Requirements:** If soil present within the construction envelope at the development site contains chemicals at concentrations exceeding hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), the project proponent shall retain a qualified environmental consultant (PG or PE), to conduct additional analytical testing and recommend soil disposal recommendations, or consider other remedial engineering controls, as necessary. The qualified environmental consultant shall utilize the development site analytical results for waste characterization purposes prior to off-site transportation or disposal of potentially impacted soils or other impacted wastes. The qualified environmental consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate. The project applicant shall review and approve the disposal recommendations prior to transportation of waste soils off-site, and review and approve remedial engineering controls, prior to construction.	

Impact	Mitigation Measure (s)	Residual Impact
	Remediation of impacted soils and/or implementation of remedial engineering controls, may require additional delineation of impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and off-site disposal or recycling. The lead agency will review and approve the development site disposal recommendations prior to transportation of waste soils off-site and review and approve remedial engineering controls, prior to construction.	
Noise		
Impact N-1. Construction associated with housing development accommodated under the Housing Element Update would be required to comply with the allowed daytime construction hours regulated by the West Hollywood Municipal Code and, therefore, would not occur during nighttime hours when people are more sensitive to noise. While implementation of Mitigation Measures N-1a through N-1j would reduce construction noise levels associated with housing development to acceptable levels, noise generated by housing development may still exceed applicable standards in instances where the underlying geology of a site renders alternative methods to pile driving infeasible and implementation of Mitigation Measure N-1h is not practicable. Therefore, noise impacts from construction activities related to the Housing Element Update would be significant and unavoidable.	**N-1a Shielding and Silencing.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the project applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications. **N-1b Enclosures and Screening.** All outdoor fixed mechanical equipment shall be enclosed or screened from off-site noise-sensitive uses. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of two pounds per square feet) and break the line-of-sight from the equipment and off-site noise-sensitive uses. **N-1c Construction Hours.** Construction operations and related activities shall comply with the construction hours outlined in the Section 9.08.050 of the City's noise ordinance (i.e., Article 2, Chapter 9.08 of the West Hollywood Municipal Code). **N-1d Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. **N-1e Construction Staging.** Construction staging areas and fixed and/or stationary equipment shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. **N-1f Temporary Sound Barrier.** Temporary sound barriers, such as walls or sound blankets, shall be positioned between construction activities and noise-sensitive uses when construction equipment is located within a line-of-sight to and within 500 feet of off-site noise-sensitive uses. Sound barriers shall break the line-of-sight between the construction noise source and the receiver where modeled levels exceed applicable standards. Sound barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of	Significant and Unavoidable

Impact	Mitigation Measure (s)	Residual Impact
	acoustical barriers shall be specified by a qualified acoustical consultant. **N-1g Workers' Radios.** All noise from workers' radios, including any on-site music, shall be controlled to a point that they are not audible at off-site noise-sensitive uses. **N-1h Use of Driven Pile Systems.** Driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report. **N-1i Smart Back-Up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. **N-1j Noise Complaint Response.** Project applicants shall designate an on-site construction project manager who shall be responsible for responding to any complaints about construction noise. This person shall be responsible for responding to concerns of neighboring properties about construction noise disturbance and shall be available for responding to any construction noise complaints during the hours that construction is to take place. They shall also be responsible for determining the cause of the noise complaint (e.g., bad silencer) and shall require that reasonable measures be implemented to correct the problem. A toll-free telephone number and email address shall be posted in a highly visible manner on the construction site at all times and provided in all notices (mailed, online website, and construction site postings) for receiving questions or complaints during construction and shall also include procedures requiring the on-site construction manager to respond to callers and email messages. The on-site construction project manager shall be required to track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction and shall notify the City's Community Development Director of each complaint occurrence.	
Impact N-2. Housing development accommodated under the Housing Element Update could include mechanical equipment (i.e., HVAC), delivery and trash trucks, and other noise-generating activities. While on-site activities would be required to comply with applicable noise standards in the West Hollywood Municipal Code and are typical of the urban environment, noise from HVAC equipment could exceed the City's nighttime noise standard of 50 dBA at the adjoining property. Nonetheless, implementation of Mitigation	**N-2 HVAC Equipment.** All heating, ventilation, and air conditioning (HVAC) equipment shall be designed such that either of the following is achieved, as applicable: ▪ HVAC equipment shall be placed within mechanical equipment rooms that block the line-of-sight to sensitive receivers ▪ Noise barriers or rooftop parapets shall be located around HVAC equipment to block the line-of-sight to sensitive receivers	Less than Significant with Mitigation

Impact	Mitigation Measure (s)	Residual Impact
Measure N-2 would require proper placement and design of HVAC equipment such that the line-of-sight between HVAC equipment and sensitive receivers is blocked, thereby reducing operation noise levels below significance. Furthermore, while housing development would generate vehicle trips in the city, the increase in mobile noise would be less than 3 dBA. Therefore, permanent noise increases due to operation of the Housing Element Update would be less than significant with mitigation.		
Impact N-3. Housing development accommodated under the Housing Element Update is not anticipated to involve operational activities that would result in substantial vibration levels (e.g., use of heavy equipment). However, construction activities under the Housing Element Update, specifically pile driving, could potentially generate vibration exceeding thresholds for buildings or structures susceptible to damage (e.g., historic structures). Nonetheless, temporary-construction related vibration impacts would be less than significant with mitigation.	**N-3 Vibration Control Plan.** For construction activities involving vibratory rollers within 50 feet of a structure or pile drivers (impact or sonic) within 140 feet of a structure, the applicant shall prepare a Vibration Control Plan prior to the commencement of construction activities. The Vibration Control Plan shall be prepared by a licensed structural engineer and shall include methods required to minimize vibration, including, but not limited to: ▪ Alternative installation methods for pile driving (e.g., pile cushioning, drilled piles, cast-in-place systems) within 140 feet of a building to reduce impacts associated with seating the pile ▪ Vibration monitoring prior to and during pile driving operations occurring within 140 feet of a building ▪ Use of rubber-tired equipment rather than metal-tracked equipment Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected historic and/or residential structures within a 140-foot radius of the construction site. The survey letter shall determine conditions that exist prior to the commencement of construction activities for use in evaluating potential damages caused by construction. Fixtures and finishes susceptible to damage shall be documented photographically and in writing prior to construction. The survey letter shall provide a shoring design to protect such structures from potential damage. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings and structures. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed by the contractor and monitored by a qualified structural engineer in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24). A Statement of Compliance signed by the applicant and owner shall be submitted to the City's Building and Safety	Less than Significant with Mitigation

Impact	Mitigation Measure (s)	Residual Impact
	Division at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	
Transportation		
Impact T-1. The Housing Element Update would not conflict with any applicable program, plan, ordinance, or policy relevant to the transportation system. Impacts would be less than significant.	n/a	Less than Significant
Impact T-2. The city is considered a high-quality transit area and the Housing Element Update would meet all of the criteria to screen out a VMT analysis. Therefore, impacts would be less than significant.	n/a	Less than Significant
Impact T-3. The Housing Element Update does not include any development projects that could increase hazards due to design features. Therefore, impacts would be less than significant	n/a	Less than Significant
Utilities and Service Systems		
Impact U-1. Reasonably foreseeable development under the proposed project would require utility service and connections for water supply, wastewater conveyance and treatment, and stormwater conveyance, as well as telecommunications, electricity, and natural gas. Existing utility systems in West Hollywood have sufficient capacity to serve reasonably foreseeable development. While new connections to existing utility service systems would be required, such connections would not result in significant environmental effects. Impacts would be less than significant.	n/a	Less than Significant
Impact U-2. Reasonably foreseeable development under the proposed project would require a temporary water supply during construction and a long-term water supply during operation and maintenance. Water supply would be provided by the Los Angeles Department of Water and Power and Beverly Hills Water. Development under the proposed project is accounted for in both the Los Angeles Department of Water	n/a	Less than Significant

Impact	Mitigation Measure (s)	Residual Impact
and Power and Beverly Hills Water Urban Water Management Plans, and sufficient water supplies are available to serve reasonably foreseeable development. Potential impacts would be less than significant.		
Impact U-3. Wastewater generated in the City of West Hollywood is conveyed to and treated at the Hyperion Wastewater Reclamation Plant. Reasonably foreseeable development accommodated under the proposed project would increase wastewater generation commensurate with the increased population. Sufficient treatment capacity is available at the Hyperion Wastewater Reclamation Plant to treat increased wastewater generated as a result of the project. Potential impacts would be less than significant.	n/a	Less than Significant
Impact U-4. Solid waste conveyance and disposal services in West Hollywood are provided by Athens Services, which transports solid waste to the Mesquite Regional Landfill. Sufficient capacity is available at the Mesquite Regional Landfill to accommodate solid waste disposal volumes associated with reasonably foreseeable development under the proposed project. Impacts would be less than significant.	n/a	Less than Significant

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1 Introduction

This document is an Environmental Impact Report (EIR) for the City of West Hollywood Housing Element Update (hereafter referred to as the "Housing Element Update" or "proposed project"), which applies to the entire geographic area located within the boundaries of the City of West Hollywood. The proposed project involves an update to the Housing Element for the 2021-2029 planning period.

The Housing Element Update includes goals, policies, programs, and objectives to further the development, improvement, and preservation of housing in West Hollywood in a manner that is aligned with community desires, regional growth projections, and State law. The proposed project will provide evidence of the City's ability to accommodate the Regional Housing Needs Assessment (RHNA) through the year 2029, as established by the Southern California Association of Governments (SCAG). The Housing Element Update will lay the foundation for achievement of the City's RHNA allocation of 3,933 additional units and provide a framework for introducing new housing at all levels of affordability. These units may occur anywhere in the city where residential uses are permitted, as well as in areas that may be rezoned in the future to allow for residential uses of adequate density.

This section discusses the following: (1) the project and EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) issue areas found not to be significant by the Initial Study; (5) the lead, responsible, and trustee agencies; and (6) the environmental review process required under the California Environmental Quality Act (CEQA). The proposed project is described in detail in Section 2, *Project Description*.

1.1 Environmental Impact Report Background

The City of West Hollywood distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on April 30, 2021 and ending on May 31, 2021. In addition, the City held an EIR Scoping Meeting on May 11, 2021. The meeting, held from 11:00 a.m. to 12:00 p.m., was aimed at providing information about the proposed project to members of public agencies, interested stakeholders and residents/community members. The meeting was conducted online via Zoom. The City received letters from seven agencies in response to the NOP during the public review period, as well as various verbal comments during the EIR Scoping Meeting. The NOP is presented in Appendix A of this EIR, along with the Initial Study that was prepared for the project and the NOP responses received. Table 1-1 on the following page summarizes the content of the letters and verbal comments and where the issues raised are addressed in the EIR.

Table 1-1 NOP Comments and EIR Response

Commenter	Comment/Request	How and Where It Was Addressed
Agency Comments		
California Department of Fish and Wildlife (CDFW)	Recommends consideration of the potential impacts on the areas within or adjacent to the project boundary that are part of the California Protected Areas Database (CPAD)	Potential impacts associated with biological resources are addressed in Section 4, *Biological Resources*, of the Initial Study (Appendix B). This section also includes a mitigation measure for nesting birds.
	Recommends the inclusion of avoidance measures to address potential impacts to nesting birds, nesting bird habitat, and bats.	
California Department of Transportation (Caltrans)	Provides recommendations for the vehicle miles traveled (VMT) analysis.	Comments are addressed in Section 4.9, *Transportation* of this EIR.
County of Los Angeles Fire Department	Recommends further field studies if oak trees are known to exist in the proposed project development area.	Potential impacts associated with protected trees are addressed in Section 4, *Biological Resources*, of the Initial Study (Appendix B).
Los Angeles County Sanitation Districts	Provides information on estimating the volume of wastewater a project will generate.	This comment was considered for the wastewater analysis in Section 4.8, *Utilities and Service Systems* of this EIR. However, the generation rates provided by the Los Angeles Department of Water and Power (LADWP) and the City of Beverly Hills are higher, so their rates are used for a more conservative analysis.
Native American Heritage Commission (NAHC)	Recommendations for tribal and cultural resource impacts, including Senate Bill 18 and Assembly Bill 52 requirements and mitigation measures.	Comments are addressed in Section 4.2, *Cultural Resources and Tribal Cultural Resources* of this EIR.
Southern California Association of Governments (SCAG)	Requests environmental documentation, when available, and the full public comment period for review.	The EIR process complies with the CEQA Guidelines, which includes a 45-day public review period for the Draft EIR.
	Recommends the use of informational resources, including the Connect SoCal Demographics and Growth Forecast Technical Report, to ensure the proposed project is consistent with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	SCAG's demographic information is used throughout this EIR. Comments are addressed in Section 4.7, *Population and Housing* of this EIR.
South Coast Air Quality Management District (SCAQMD)	Recommends use of CEQA Air Quality Handbook and SCAQMD resources for guidance in preparing air quality and greenhouse gas analyses. Also recommends using CalEEMod for analysis	Comments are addressed in Section 4.1, *Air Quality* and Section 4.3, *Greenhouse Gas Emissions*.
	Provides recommendations for air quality impacts and mitigation measures.	

1.2 Purpose and Legal Authority

The proposed project requires the discretionary approval of the West Hollywood City Council; therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the CEQA Guidelines (California Code of Regulations, Title 14), the purpose of this EIR is to serve as an informational document that:

> "...will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

This EIR has been prepared as a program EIR pursuant to Section 15168 of the CEQA Guidelines. A program EIR is appropriate for a series of actions that can be characterized as one large project and are related in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program. As stated in Section 15146 (b) of the CEQA Guidelines:

> "An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow."

This EIR is to serve as an informational document for the public and City of West Hollywood decision makers. The process will include public hearings before the City Council to consider certification of a Final EIR and approval of the proposed project.

1.3 Scope and Content

This EIR addresses impacts identified by the Initial Study to be potentially significant. The following issues were found to include potentially significant impacts and have been studied in the EIR:

- Air Quality
- Cultural Resources/Tribal Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Population and Housing
- Transportation and Traffic
- Utilities and Service Systems

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. A full reference list is contained in Section 7, *References and Preparers*.

The alternatives section of the EIR (Section 6) was prepared in accordance with Section 15126.6 of the CEQA Guidelines and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic project objectives. In addition, the alternatives section identifies the "environmentally superior"

alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required "No Project" alternative and three alternative development scenarios for the project area.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the CEQA Guidelines provides the standard of adequacy on which this document is based:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

1.4 Issues Not Studied in Detail in the EIR

Table 1-2 summarizes issues from the environmental checklist that were addressed in the Initial Study (Appendix B). As indicated in the Initial Study, there is no substantial evidence that significant impacts would occur in any of these issue areas.

Table 1-2 Issues Not Studied in the EIR

Issue Area	Initial Study Findings
Aesthetics	The West Hollywood 2035 General Plan does not identify any designated scenic vistas. Reasonably foreseeable development under the Housing Element Update could have the potential to block views of the Hollywood Hills and Los Angeles Basin, but since the area is already largely developed and the City does not designate either of these resources as scenic vistas, it would not have a substantial adverse effect. Impacts would be less than significant.
	No existing or proposed State scenic highways are located in West Hollywood and therefore, development under the Housing Element Update would not result in substantial damage to scenic resources in a State scenic highway. No impact would occur.
	Compliance with the City's development standards and transitional height requirements, and the objective design standards included in the multiple specific plans throughout West Hollywood would ensure that the Housing Element Update does not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.
	Due to the urbanized nature of the city where high levels of light and glare are already present and compliance with applicable regulations in the West Hollywood Municipal Code (WHMC), impacts would be less than significant.
Air Quality	Reasonably foreseeable development under the Housing Update would be residential, which is not considered a major generating source of odor and would not create objectionable odors to surrounding sensitive land uses. Therefore, potential impacts would be less than significant.
Agricultural and Forestry Resources	The Housing Element Update encompasses the entire geographic area located within the boundaries of the city, which lacks agricultural lands or forests. No impact to these resources would occur.
Biological Resources	The Housing Element Update would prioritize development of new housing on infill sites in areas previously developed. Given the lack of suitable habitat to support special status species in already developed and disturbed areas where new housing is likely to be proposed and concentrated, impacts would be less than significant.
	Implementation of Mitigation Measure BIO-1 would address potential impacts to nesting birds and raptors that may result from construction activities and post-construction vegetation maintenance. Potential impacts would be less than significant with mitigation incorporated.

Issue Area	Initial Study Findings
	There are no riparian habitats or federally protected wetlands located within the boundaries of West Hollywood. Additionally, any new development under the Housing Element Update would occur in an urbanized area with existing residential and commercial uses. Therefore, no impact to sensitive natural communities or riparian habitats would occur.
	There are no regional wildlife habitat linkages or described wildlife movement in the City of West Hollywood. Reasonably foreseeable dense development under the Housing Element Update would occur on infill sites; therefore, no impact would occur.
	Any new development plans under the Housing Element Update that result in the removal of trees would be reviewed by the City and required to comply with the WHMC Section 11-36-010. Impacts would be less than significant.
	The proposed project is not located within any approved local, regional, or state Habitat Conservation Plan or Natural Community Conservation Plan. No impacts would occur.
Energy	Compliance with federal and State regulations regarding construction activities, and the requirements of the California Energy and California Green Building Standard Codes would prevent environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. In addition, the Housing Element Update would prioritize the development of new housing within urbanized and previously developed areas, as well as areas that encourage the use of alternative modes of transportation, which would minimize the potential of the proposed project to result in the wasteful or unnecessary consumption of vehicle fuels. Impacts would be less than significant.
	Compliance with applicable local and State energy efficiency regulations and standards would ensure that the Housing Element Update would not conflict with renewable energy and energy efficiency plans adopted by the City. Impacts would be less than significant.
Geology and Soils	Potential development projects under the Housing Element Update would not involve mining operations that require deep excavations or boring of large areas that could create unstable seismic conditions. Impacts would be less than significant.
	Compliance with the Uniform Building Code (UBC) and California Building Code (CBC) regarding the design and construction of building elements would mitigate the effects of seismic shaking associated with development under the Housing Element Update. Impacts would be less than significant.
	Compliance with the City and State building codes would reduce seismic ground shaking impacts with current engineering practices and the proposed project would not exacerbate liquefaction potential in the area. Impacts would be less than significant.
	The topography of the city is generally flat, and the majority of the city is not located in a landslide zone. Reasonably foreseeable development under the Housing Element Update within the current landslide zones would be required to comply with WHMC Section 19.32.020 and submit a soils report by a registered civil engineer to the satisfaction of the Building Official before issuance of a building permit. Therefore, impacts would be less than significant.
	Compliance with WHMC Section 19.20.190 and CBC Chapter 70 standards would reduce the risk of soil erosion from demolition and construction activities associated with reasonably foreseeable development under the proposed project. Impacts would be less than significant.
	Reasonably foreseeable development under the Housing Element update would be required to comply with CBC's minimum standards for structural design and site development would achieve accepted safety standards relative to unstable geologic units or soils. Impacts would be less than significant.
	Compliance with WHMC and CBC regulations would result in minimal change in the exposure of people or structures to the risks associated with expansive soils. Impacts would be less than significant.
	The Housing Element Update would emphasize new development in urban infill sites which would be served by existing septic infrastructure. No impacts related to the use of septic tanks or alternative wastewater disposal systems would occur.

Issue Area	Initial Study Findings
	The majority of the city has no or low paleontological sensitivity. However, a portion of the eastern corner of the city has high palaeontologic activity. Any new development under the Housing Element Update that would occur within this site would be reviewed separately. In the event that future development would result in impacts to paleontological resources, impacts would be required to implement similar evaluation and mitigation requirements as the proposed project to reduce impacts. Therefore, impacts would be less than significant with implementation of mitigation.
Hazards and Hazardous Materials	Compliance with all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials, potential impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of development projects under the Housing Element Update would be less than significant.
	As part of standard development procedures, plans would be submitted for review and approval to ensure that all new development has adequate emergency access and escape routes in compliance with existing City regulations. Furthermore, the Housing Element Update would not introduce any features or policies that would preclude implementation of or alter these policies or procedures. Therefore, impacts related to emergency response plans and emergency evacuation plans would be less than significant.
	The city is in an urbanized area that is not located in a very high fire hazard severity zone as mapped by the California Department of Forestry and Fire Protection. Therefore, future development under the proposed project would not be anticipated to pose a substantial risk to people or structures due to wildland fires and impacts would be less than significant
Hydrology/Water Quality	Compliance with requirements in the Los Angeles Regional Water Quality Control Board (RWQCB) and regulations under the Federal Clean Water Act would ensure that development accommodated by the Housing Element Update does not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.
	Implementation of appropriate construction best management practices (BMP) would minimize impacts on groundwater resources. In addition, the Housing Element Update would prioritize development on infill areas that are already urbanized and largely covered with impervious surfaces and therefore would not interfere substantially with groundwater recharge. Impacts would be less than significant.
	Development under the Housing Element Update would be prioritized on infill areas that are primarily paved and/or developed with structures. Therefore, development under the proposed project would not be anticipated to substantially alter drainage patterns or alter drainage patterns to an extent that would result in substantial erosion, siltation, or flooding on- or off-site. In addition, BMPs and implementation of a Standard Urban Storm Water Mitigation Plan would be required for development to reduce polluted runoff. Impacts would be less than significant.
	The proposed project would emphasize new development on infill sites in urbanized areas that are already primarily paved and/or developed with structures. Therefore, reasonably foreseeable new residential development under the Housing Element Update would not be anticipated to substantially alter drainage patterns. Impacts would be less than significant.
	While there is the potential for flooding to impact portions of the city, future developments under the Housing Element Update would not involve the storage or use of significant quantities of hazardous materials, and construction of new structures would be required to comply with CBC regulations for flooding. Therefore, risks related to the release of hazardous materials due to inundation are minimal and impacts would be less than significant.

Issue Area	Initial Study Findings
Land Use	Development under the Housing Element Update would prioritize new housing on infill sites and would occur in an already urbanized area. Therefore, development would not involve the construction of new roads, railroads, or other features that may physically divide established communities in the city. No impact would occur.
	The Housing Element Update is strictly a policy document that encourages housing development in infill areas in accordance with the Land Use Element in the existing General Plan. Future development proposals that are intended to assist in meeting the City's projected housing need would be reviewed by the City for consistency with all adopted local and State laws, regulations, standards, and policies. Therefore, impacts related to conflicts with land use plans, policies, or regulations for the purpose of avoiding or mitigating an environmental effect would be less than significant.
Mineral Resources	Development under the Housing Element Update would primarily occur in existing commercial and residential areas, which are not compatible with or used for mineral extraction, and it is not anticipated that development under the Housing Element Update would occur on lands presently in use for mineral extraction. Furthermore, the proposed project updates do not include any policies that relate to mineral resources or conflict with existing General Plan policies and City ordinances regulating the conservation and use of mineral resources. Therefore, the proposed project would not result in a loss of availability of a known or locally important mineral resource. No impact would occur.
Noise	The city is over 6 miles from the Santa Monica Airport and is not located within the Airport Influence Area and is not located within the 65 dBA CNEL noise contour. Therefore, potential impacts from airport noise would be less than significant.
Population and Housing	The project would generate a population increase of approximately 6,554 residents. This increase in the population would not exceed the regional population growth anticipated by the SCAG's 2020-2045 Regional Transportation Plan (RTP/SCS) as the Housing Element Update is not proposing any land use changes. Therefore, the Housing Element would not induce substantial unplanned population growth in the city and impacts would be less than significant. Goals policies, and objectives included the Housing Element Update aim to prevent displacement and promote housing stability. The Housing Element Update is forecast to result in the increase of 4,284 units, and it is anticipated that any replacement housing need created by displacement of existing housing would be more than offset through implementation of the Housing Element Update. Therefore, impacts would be less than significant.
Public Services	General Plan policies governing public services and mitigation measures of the 2010 EIR would remain in effect with implementation of the Housing Element Update. The 2010 General Plan and Climate Action Plan EIR concluded impacts to fire services under the existing land uses would be less than significant with General Plan policies and implementation of Mitigation Measures 3.12-1 through 3.12-6. Impacts would be less than significant.
	The Housing Element update does not involve changes to land use and zoning maps or General Plan boundaries. The 2020 General Plan and Climate Action Plan EIR concluded impacts to police protection and facilities would be less than significant with existing General Plan policies and implementation of Mitigation Measures 3.12-1 through 3.12-8. Therefore, impacts would be less than significant.
	Development under the Housing Element Update can affect the need for new or physically altered school facilities due to the increase in new residents and school-aged children. Any new residential project would be required to pay the Los Angeles Unified School District (LAUSD) Developer Fees to fund the reconstruction of school facilities. Under Section 65995(3)(h) of the California Government Code, payment of the development fees is considered full mitigation for the project's impacts under CEQA. Impacts would be less than significant.
	Individual developments under the Housing Element Update would need to provide dedicated parkland on the project site or be required to pay Quimby Fees to the City to develop new park and recreation facilities or upgrade/manage existing facilities based on new demand.

Issue Area	Initial Study Findings
	Under the Parks and Recreation Element Policy PR-1.7, payment of park fees would offset impacts of increased park and recreation demand. Impacts would be less than significant.
	Implementation of the Housing Element Update is not expected to cause an exceedance of capacity at existing facilities or to generate a substantial demand for the community branch libraries serving the city. Therefore, the project would not affect the need for new or physically altered public facilities. Impacts would be less than significant.
Recreation	Compliance with Parks and Recreation Element Policy PR-1.7 would ensure that that the payment of park fees would offset the impacts of increased park and recreation demand. Impacts would be less than significant.
Utilities and Service Systems	The Housing Element Update and reasonable foreseeable projects would be required to comply with solid was diversion State legislation. Impacts would be less than significant
Wildfire	Development plans for individual projects under the Housing Element Update would be submitted for review and approval to the Los Angeles County Fire Department to ensure that reasonably foreseeable development has adequate emergency access and escape routes in compliance with existing City regulations. Furthermore, the City of West Hollywood does not contain any state responsibility areas (SRA) or Very High Fire Hazard Severity Zones (VHFHSZ). Impacts would be less than significant.
	The Housing Element Update would focus development on urban infill sites and in areas that were previously developed or disturbed. Compliance with the 2019 California Fire Code would ensure that any potential risks to occupants during project operation would be mitigated. Impacts would be less than significant.
	The Housing Element Update would not encourage development in the residential areas subject to wildfire risk, and development would occur in areas that are well-served by existing roadways and utilities infrastructure. Therefore, development under the proposed project would not require additional roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk. Impacts would be less than significant.

1.5 Lead, Responsible, and Trustee Agencies

The CEQA Guidelines define lead, responsible and trustee agencies. The City of West Hollywood is the lead agency for the project because it holds principal responsibility for approving the project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The California Department of Housing and Community Development (HCD) reviews and determines whether the proposed Housing Element Update complies with State law. Although no other agencies have direct approval authority over the Housing Element Update, several other agencies potentially have approval authority over individual developments that could be reasonably anticipated under the Housing Element Update. These agencies include, but are not limited to, California Department of Transportation (Caltrans), California Department of Fish and Wildlife (CDFW), the South Coast Air Quality Management District (SCAQMD), and the Los Angeles Regional Water Quality Control Board (LARWQCB). The EIR will also be submitted to these agencies for review and comment.

A trustee agency refers to a State agency having jurisdiction by law over natural resources affected by a project. CEQA Guidelines Section 15386 designates four agencies as trustee agencies: CDFW with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission with regard to State-owned “sovereign” lands, such as the beds of navigable waters and State school lands; the California Department of Parks and Recreation with regard to units of the State park system; and, the University of California with regard to sites within the Natural Land and Water Reserves System. As a policy level document,

implementation of the proposed project would not directly propose development in areas where trustee agencies have jurisdiction. However, potential future development projects facilitated by the Housing Element Update could be located on lands under trustee agency jurisdiction, at which time subsequent environmental review would occur.

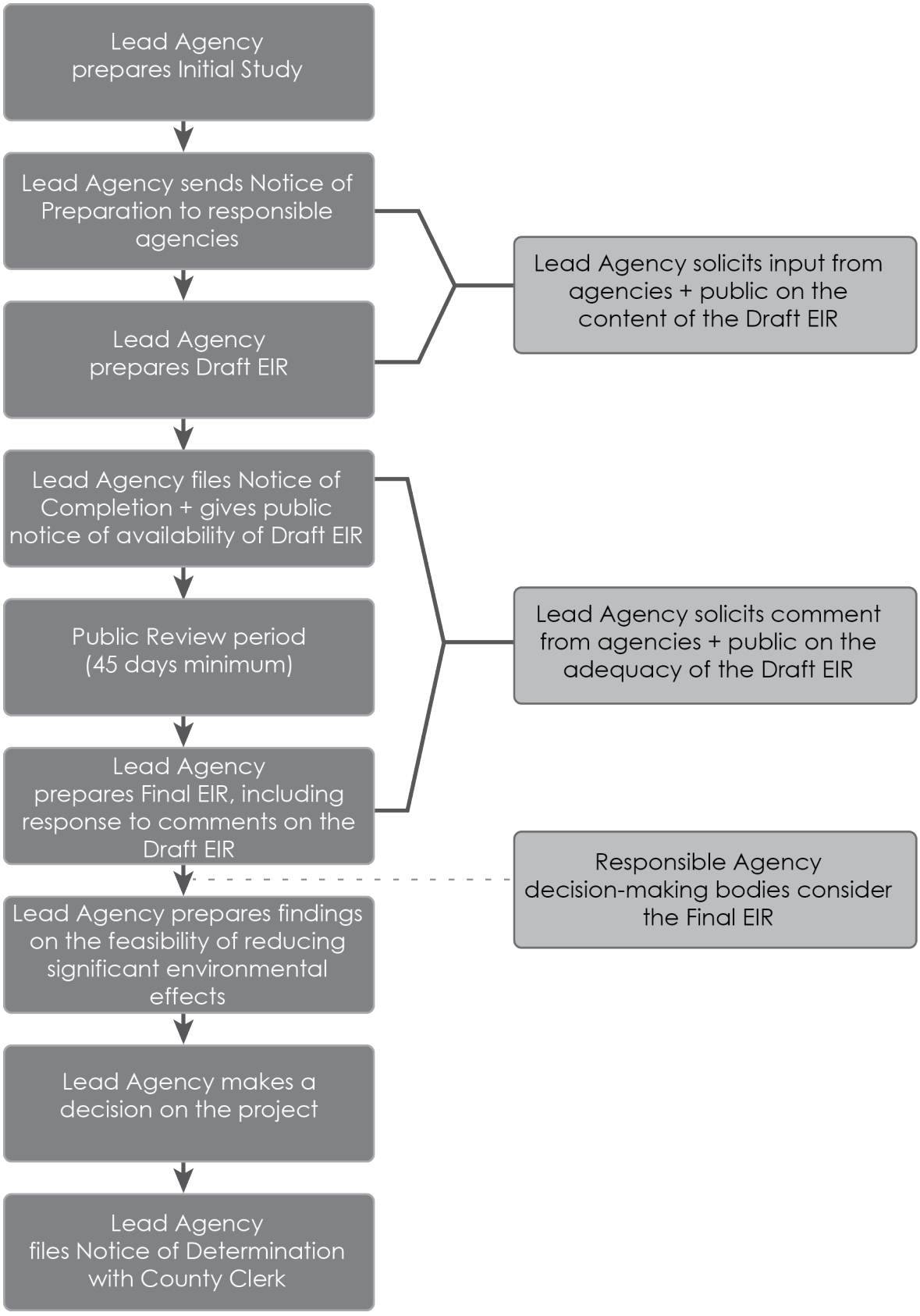
1.6 Environmental Review Process

The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) and Initial Study.** After deciding that an EIR is required, the lead agency (City of West Hollywood must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the project could create significant environmental impacts.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion (NOC).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the NOC in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the NOC to anyone requesting it (CEQA Guidelines Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the State Clearinghouse approves a shorter period (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (CEQA Guidelines Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (CEQA Guidelines Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR is prepared (CEQA Guidelines Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

Figure 1-1 Environmental Review Process



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2 Project Description

This section describes the proposed project, including the project applicant, the project location, major project characteristics, project objectives, and discretionary actions needed for approval.

2.1 Project Sponsor

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

2.2 Lead Agency Contact Person

Alicen Bartle, Project Development Administrator, (323) 848-6323
Rachel Dimond, AICP, Senior Planner

2.3 Project Location

The West Hollywood Housing Element 2021-2029 Update (hereafter referred to as "Housing Element Update," "project," or "proposed project") would apply to the entire geographic area located within the boundaries of the City of West Hollywood, which encompasses 1.89 square miles. Figure 2-1 shows the boundary of the City within the region.

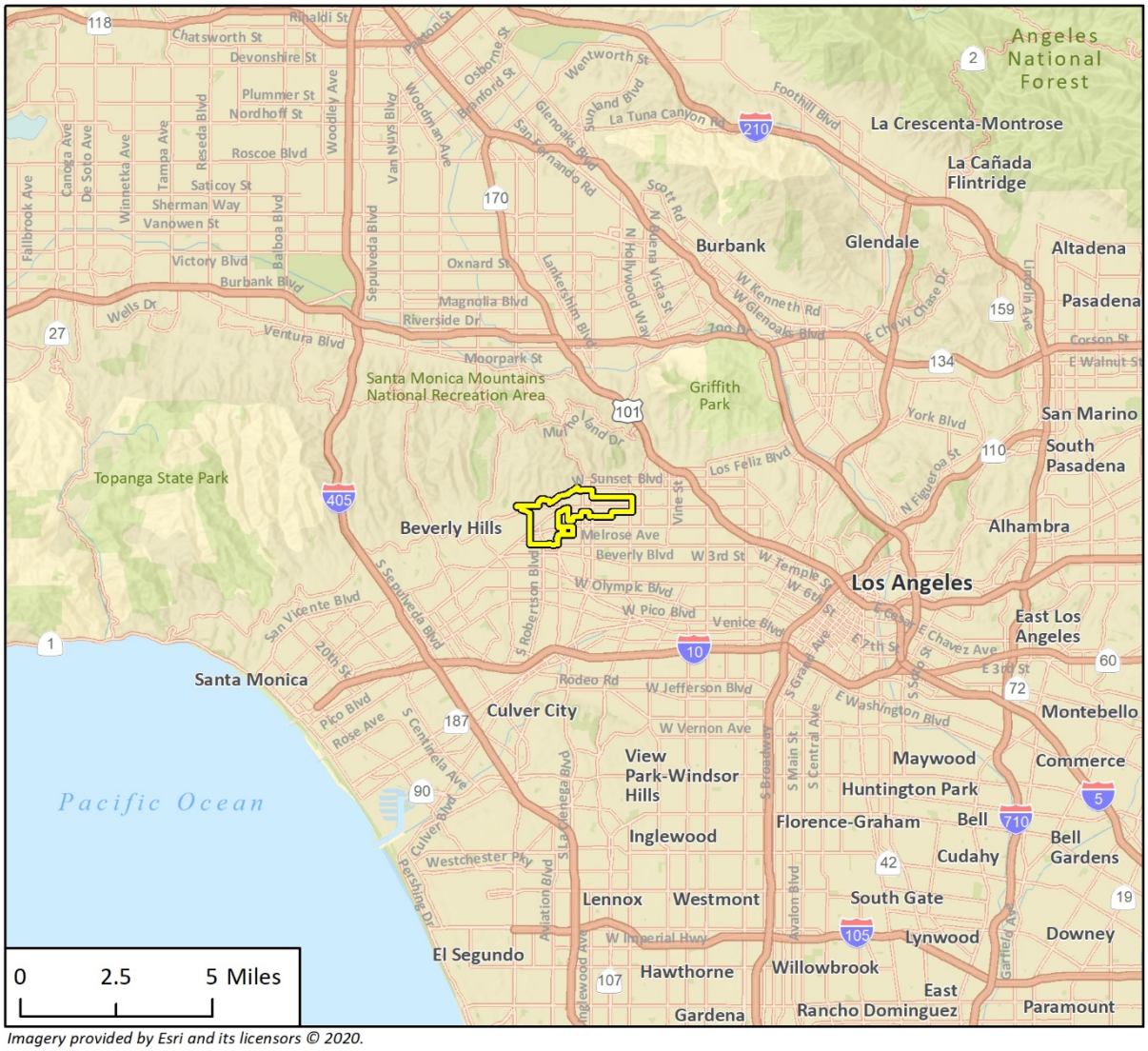
2.4 Existing Area Characteristics

2.4.1 Current Land Use Designation and Zoning

Land uses within West Hollywood's various neighborhoods and commercial areas include residential housing, public spaces like parks and streets, a small amount of industrial activity, and commercial activities. Some areas within the city's commercial areas have a mix of uses including both residential and commercial uses within the same building, parcel, or neighboring parcels (West Hollywood 2011a). West Hollywood's commercial sub-areas include the Melrose/Beverly District, Santa Monica Boulevard West, Santa Monica/Fairfax Transit District, Santa Monica/La Brea Transit District, and Sunset Boulevard. Figure 2-2 illustrates the various land use designations within the city including the various commercial sub-areas.

The City also has a number of zoning districts and overlays that correspond to the various land uses. These include Residential Zoning Districts (Single-Family, Low Density, Multi-Family Medium Density, and Multi-Family High Density), Combination Zones, Commercial Zoning Districts (Neighborhood Commercial, Community Commercial, and Regional Commercial), and a number of overlay and other zoning districts such as Public Facilities and Mixed Use Incentives Overlay. The City's Zoning Map is shown in Figure 2-3.

Figure 2-1 Regional Location



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City of West Hollywood

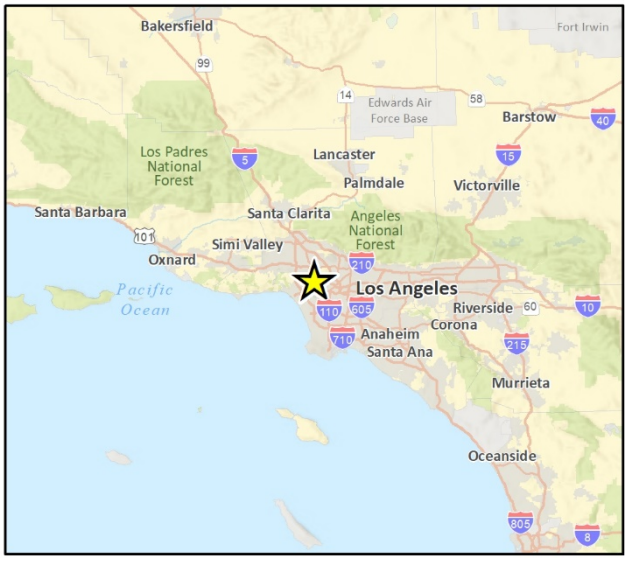


Figure 2-2 Project Site Location and Land Use Designations

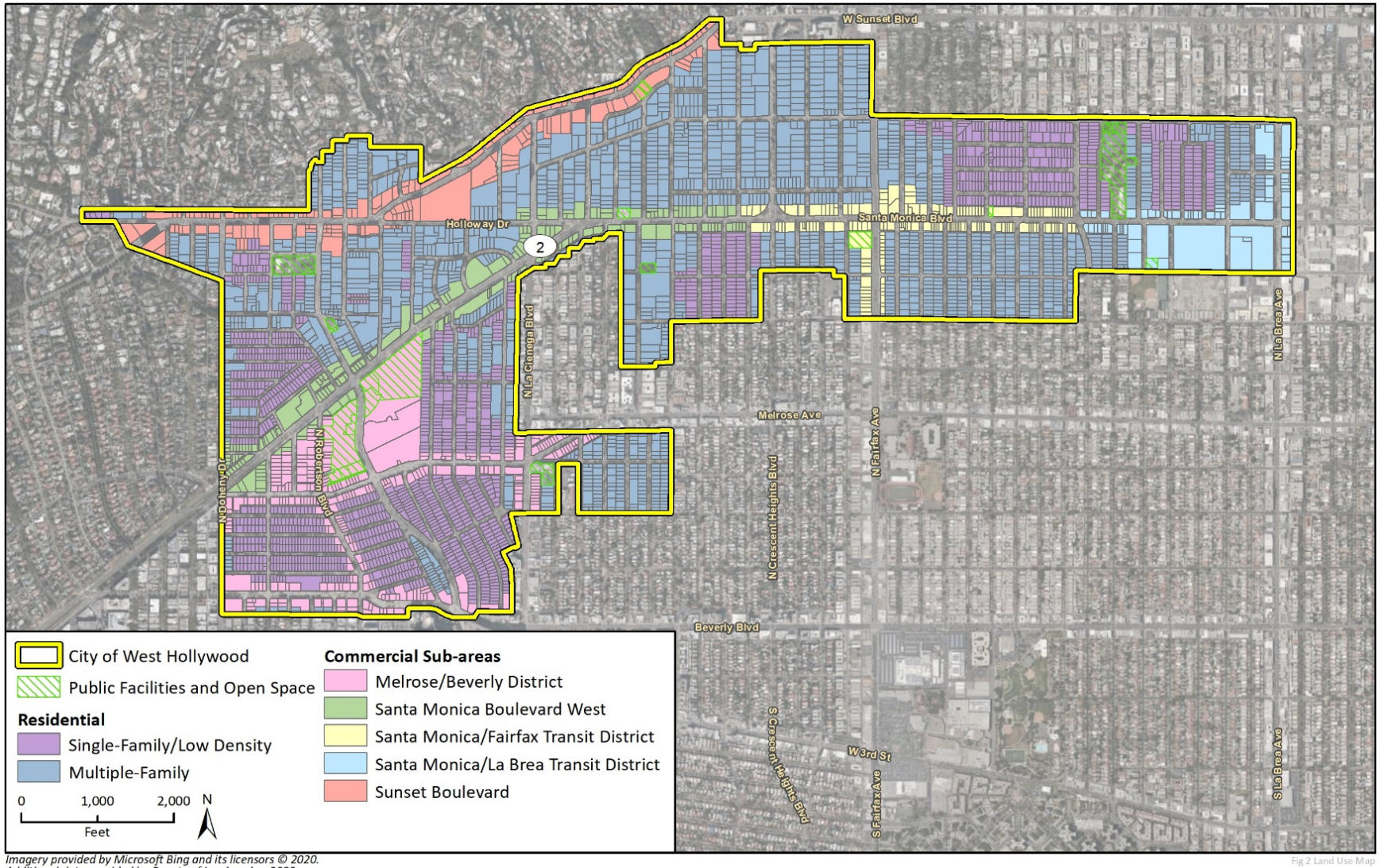
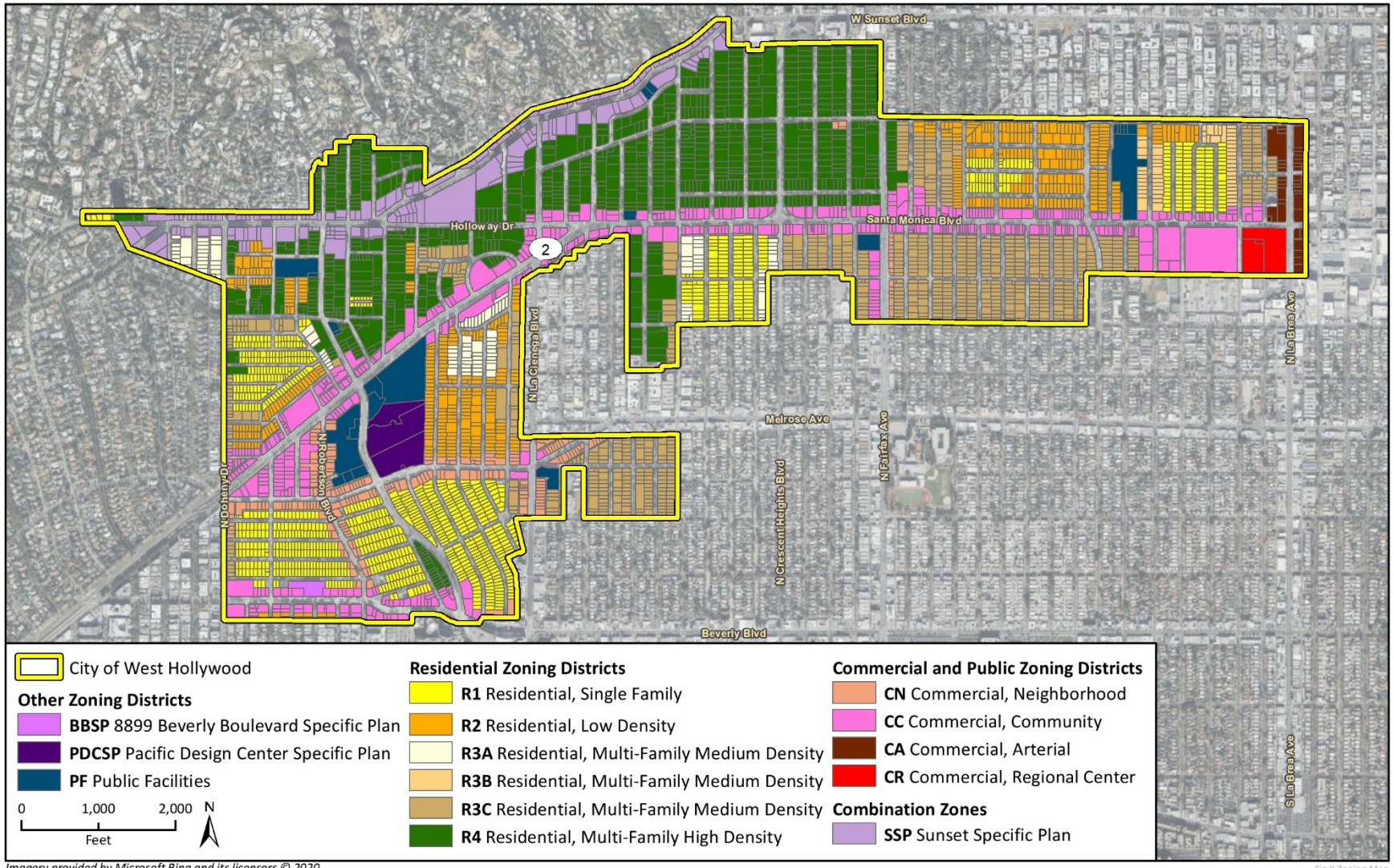


Figure 2-3 Project Site Location and Zoning



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Additional data provided by County of Los Angeles, 2020.

Fig X Zoning Map

2.4.2 Surrounding Land Uses

The City of West Hollywood is highly urbanized and most of its land is already developed. Land uses that exist in the city include residential neighborhoods, commercial corridors and districts, public parks, and mixed use development. 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 Hollywood (West Hollywood 2011a). Two highly urbanized cities surround West Hollywood: Beverly Hills is on the city's western border, while the City of Los Angeles surrounds the north, east, and south borders. Both Beverly Hills and Los Angeles are highly urbanized with similar land use. Surrounding land use on the west of the city in Beverly Hills include parks and single- and multi-family residential uses. On the northern border of West Hollywood and Los Angeles, most land use is low to medium residential within the Hollywood Hills, part of the Santa Monica Mountain Range, with a small corridor of neighborhood office commercial. The eastern boundary shares a border with low to medium residential, general commercial, and limited manufacturing land use. Finally, the southern border contains land use consisting of open space, public facilities, low to high residential and limited commercial manufacturing. It should be mentioned that the Hollywood Community Plan is currently going through an update and the area included in the plan surrounds the City of West Hollywood (on the north, east, and south borders). However, the proposed General Plan land use map does not substantially alter areas immediately surrounding West Hollywood, and updates in the Community Plan are unlikely to affect the City of West Hollywood.

2.5 Project Characteristics

The project consists of a comprehensive update to the City of West Hollywood Housing Element. The Housing Element is a State-required element in the City of West Hollywood General Plan. It provides an indication of the need for housing in the community, particularly the availability, affordability, and adequacy of housing. It is the only element of the General Plan that requires periodic updating per State law. The Housing Element provides the City of West Hollywood's goals, policies, actions, and objectives for housing development, and development and preservation of housing affordability during each State planning cycle. The current Housing Element was adopted in 2013 and is in effect through 2021.

The Housing Element Update for the 6th Cycle will cover the eight-year planning period from 2021-2029. West Hollywood continues to prioritize affordable and inclusionary housing availability for all residents, tailored to the unique demographics of the community. The results of the Regional Housing Needs Assessment (RHNA) allocation will inform planning and development to support the evolving housing needs of West Hollywood residents.

In accordance with State law (Government Code Sections 65580 – 65588), the Housing Element Update must include the following:

- An assessment of the city's population, household, and housing stock characteristics, existing and future housing needs by household types, and special needs populations.
- An analysis of resources and constraints related to housing production and preservation, including governmental regulations, infrastructure requirements and market conditions such as land, construction, and labor costs as well as restricted financing availability.

- Identification of the City's quantified objectives for the 2021-2029 RHNA and inventory of sites determined to be suitable for housing.
- Opportunities for Conservation in Residential Development: State housing element law requires cities to identify opportunities for energy conservation in residential development.
- Review of the 2013-2021 Housing Element to identify progress and evaluate the effectiveness of previous policies and programs.
- A Housing Plan to address the City's identified housing needs, including housing goals, policies, and programs to facilitate the 2021 Housing Element Update (6th Cycle).

2.5.1 Regional Housing Needs Assessment and Required Buffer

The Housing Element must address the City's fair share of the regional housing need and specific state statutory requirements and should reflect the vision and priorities of the local community. The Southern California Association of Governments (SCAG) allocated the City of West Hollywood a RHNA Allocation of 3,933 units, of which 1,755 must be affordable to lower-income households.

California Department of Housing and Community Development (HCD) requires local jurisdictions to identify enough future housing sites inventory to not only cover the jurisdiction's 6th Cycle RHNA, but to also provide a sufficient buffer capacity above the RHNA. The buffer capacity is required to accommodate realistic production rates of affordable housing units; plus having the buffer can allow for instances when a smaller residential project may have to be considered for a given property. The "No Net Loss" Law (Government Code Section 65863) requires maintenance of sufficient sites to meet the RHNA for all income levels throughout the planning period.

With a 15 percent buffer, the City's Inventory of Sites will target identifying a capacity of at least 4,284 units, of which approximately 2,004 will be for low- and very low-income. The RHNA allocation and required buffer are detailed below in Table 2-1.

Table 2-1 City of West Hollywood RHNA Allocation

Income Category	RHNA	Buffer [1]	Total Unit Number
Very Low	1,066	152	1,218
Low	689	97	786
Moderate	682	102	784
Above Moderate	1,496	–	1,496
Total	**3,933**	**–**	**4,284**

[1] 15 percent buffer added to the RHNA requirement for very low-, low-, and moderate income units minus approved and pending projects

2.5.2 Meeting Regional Housing Needs and Housing Objectives

To meet the objectives of the RHNA and provide sufficient capacity for housing development, the Housing Element specifies sites for residential development. However, the Housing Element in and of itself does not develop housing. The Housing Element Update concluded that the city has sufficient capacity under existing land use conditions to accommodate its RHNA allocation and no changes to zoning maps, or General Plan density standards and land use designations would be required.

As described in the 2021 Housing Element Update, the City's RHNA can be accommodated in the following categories:

- Planned or pending projects where no rezoning is required
- Vacant or underutilized sites, where new residential units can be developed under current General Plan regulations
- Current accessory dwelling units trends

Figure 2-4 shows the locations of the sites identified in the Housing Element Update to accommodate the City's RHNA requirement and buffer. The sites are located throughout the city and many are concentrated on major commercial corridors.

2.6 Project Objectives

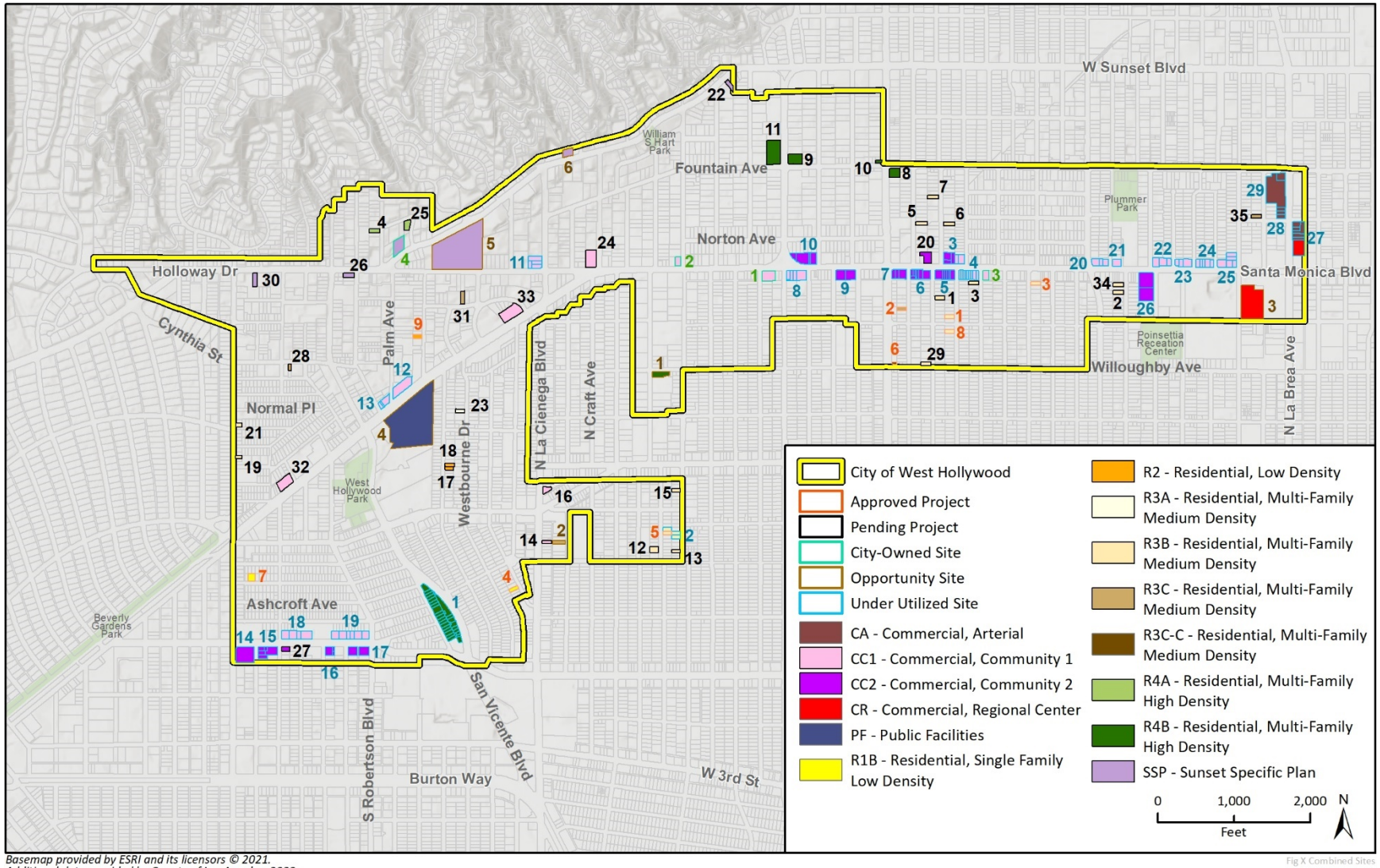
- Meet the City's fair share, plus a reasonable buffer, of the regional housing need to accommodate projected population growth within the city and region
- Maintain and enhance the existing housing stock and residential neighborhoods
- Encourage a diverse housing stock to address the needs of all residents
- Provide housing sites to create opportunities for more housing
- Focus on removing governmental constraints to the maintenance, improvement, and development of housing
- Promote non-discrimination and ensure fair and equal housing opportunities for all persons

2.7 Required Approvals

The project would require the following discretionary approvals:

- Certification of this EIR prepared for the proposed project
- Adoption of the Housing Element Update for the 2021-2029 planning period
- Approval and certification by HCD

Figure 2-4 Housing Element Site Inventory



Basemap provided by ESRI and its licensors © 2021.
Additional data provided by County of Los Angeles, 2020.

Fig X Combined Sites

3 Environmental Setting

This section provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Regional Setting

The Housing Element Update would apply to the entire geographic area located within the boundaries of the City of West Hollywood, which encompasses 1.89 square miles. The proposed project is generally bounded by the City of Los Angeles to the north, south, and east, and the City of Beverly Hills to the west. Figure 2-1 in Section 2, *Project Description*, shows the location of the city in a regional context and Figure 2-2 shows the location of the proposed project in relation to surrounding cities.

A grid system of east-west and north-south roadways, including arterials, collectors, and local streets, provide vehicular access throughout the city. The major roadways include Santa Monica Boulevard, Sunset Boulevard, Melrose Avenue, and Beverly Boulevard. The closest freeway is Ventura Freeway (US Route 101), over two miles east of the eastern boundary of the city.

The regional climate is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Although air quality in the area has steadily improved in recent years, the Los Angeles region remains a nonattainment area for ozone (urban smog).

3.2 Project Site Setting

The Housing Element Update area consists of a variety of land use designations including residential housing, public spaces, industrial, commercial (including five specific commercial sub-areas), and mixed use. In addition, the city consists of various zoning districts including Low, Medium, and High Density Residential; Combination Zones; Neighborhood, Community, and Regional Commercial Districts; Public Facilities and Open Space.

3.3 Cumulative Development

Cumulative impacts are the changes in the environment that result from the incremental impact of development of the project and other projects with related impacts. CEQA Guidelines Section 15130 allows for two approaches to study cumulative impacts: using a list of past, current and probable future projects or relying on a summary of projections (growth forecasts) from adopted local, regional or statewide plans. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

Because the proposed project is the Housing Element Update encompassing the entire area within the city limits, the cumulative impacts analysis in this EIR relies on the city's growth projections, utilizing data available from the Southern California Association of Government's (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) and the California

Department of Finance's (DOF) 2020 E-5 Population and Housing Estimates for Cities, Counties, and the State. In general, the cumulative environmental analysis in this EIR is based on horizon conditions of the City's General Plan, however, due to the eight-year update cycle of the Housing Element, 2029 conditions have been identified and included in the discussion. The city currently has a population of approximately 36,125 persons and 25,890 housing units (DOF 2021). As discussed in SCAG's 2020 RTP/SCS growth forecasts, the population is expected to increase to 42,600 persons and 30,100 households by 2045 (SCAG 2020).

4 Environmental Impact Analysis

This section discusses the possible environmental effects of the City of West Hollywood Housing Element Update for the specific issue areas that were identified through the scoping process as having the potential to experience significant effects. A "significant effect" as defined by the CEQA Guidelines Section 15382:

> "… means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which relies on the city's growth projections based the Housing Element Update's horizon year of 2029. The Executive Summary of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

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4.1 Air Quality

This section of the EIR identifies and evaluates issues related to air quality in the context of the Housing Element Update. It describes the physical and regulatory setting, the criteria used to evaluate the significance of potential impacts, the methods used to evaluate these impacts, and the results of the impact analysis.

4.1.1 Environmental Setting

a. Climate and Meteorology

The City of West Hollywood is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

The SCAB experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific High-pressure system. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion layer (i.e., the upper layer) until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid- to late afternoons on hot summer days. Winter inversions frequently break by mid-morning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog (SCAQMD 2017).

Local climate conditions for the City of West Hollywood are shown in Table 4.1-1**.** Precipitation and temperature data is sourced from the nearest United States Cooperative Observer Network station with recent available data, which is the Culver City Station located approximately 4.5 miles south of the City of West Hollywood. Wind data is sourced from the nearest Federal Aviation Administration Automated Surface Observing Systems station, which is the Santa Monica Municipal Airport station located approximately 6.5 miles southwest of the City of West Hollywood. As summarized therein, the warmest month of the year is August, and the coldest month of the year is January. The annual average maximum temperature is 72 degrees Fahrenheit (°F), while the annual average minimum temperature is 53°F.

Table 4.1-1 West Hollywood Climate Conditions

Temperature Condition	Amount
Average annual rainfall[1]	13.15 inches
Average annual maximum temperature[1]	72.3°F
Average annual minimum temperature[1]	53.3°F
Warmest month[1]	August
Coolest month[1]	January
Average annual mean temperature[1]	62.8°F
Average wind speed[2]	6.6 miles per hour
Predominant wind direction[2]	southwest

°F = degrees Fahrenheit

Note: Temperature and average annual rainfall data is based on the period of record from January 1, 1935 to June 9, 2016. Wind data is based on the period of record from December 31, 1972 to February 24, 2021.

[1] Source: Western Regional Climate Center 2016 for the Culver City station

Source: Iowa State University 2021 for the Santa Monica Municipal Airport station

b. Sources of Air Pollution

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources consist of legally operated vehicles on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles or when wildfires generate smoke containing particulate matter.

c. Air Pollutants of Primary Concern

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic

compounds (VOC)/reactive organic gases (ROG),[1] nitrogen oxides (NO_X), particulate matter with diameters of up to ten microns (PM_{10}) and up to 2.5 microns ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The characteristics, sources and effects of criteria pollutants are discussed in the following subsections. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants of primary concern.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_X and VOC. VOC are composed of non-methane hydrocarbons (with some specific exclusions), and NO_X is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and nitrogen dioxide. NO_X are formed during the combustion of fuels, while VOC are formed during combustion and evaporation of organic solvents. As a highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high VOC and NO_X levels along with abundant sunshine are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a regional pollutant. In addition, because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including changes in breathing patterns, reduction of breathing capacity, increased susceptibility to infections, inflammation of lung tissue, and some immunological changes (SCAQMD 2005; USEPA 2021a). Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide is a localized pollutant that is found in high concentrations only near its source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is the incomplete combustion of petroleum fuels by automobile traffic. Therefore, elevated concentrations are usually found only near areas of high traffic volumes. Other sources of carbon monoxide include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. The health effects of carbon monoxide are related to its affinity for hemoglobin in the blood. Carbon monoxide causes a number of health problems, including aggravation of some heart diseases (e.g., angina), reduced tolerance for exercise, impaired mental function, and impaired fetal development. At high levels of exposure, carbon monoxide reduces the amount of oxygen in the blood, leading to mortality (SCAQMD 2005; USEPA 2021a). Carbon monoxide tends to dissipate rapidly into the atmosphere; consequently, violations of the NAAQS and/or CAAQS for carbon monoxide are generally associated with localized carbon monoxide "hotspots" that can occur at major roadway intersections during heavy peak-hour traffic conditions.

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this EIR.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion; the primary sources are motor vehicles and industrial boilers and furnaces. The principal form of NO_X produced by combustion is nitric oxide, but nitric oxide reacts rapidly with the oxygen in the air to form nitrogen dioxide, creating the mixture of nitric oxide and nitrogen dioxide commonly called NO_X. Nitrogen dioxide is an acute irritant that can aggravate respiratory illnesses and symptoms, particularly in sensitive groups (SCAQMD 1993 and 2005; USEPA 2021a). A relationship between nitrogen dioxide and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility (SCAQMD 1993 and 2005; USEPA 2021a). It can also contribute to the formation of PM_{10} and acid rain.

Sulfur Dioxide

Sulfur dioxide is included in a group of highly reactive gases known as "oxides of sulfur." The largest sources of sulfur dioxide emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of sulfur dioxide emissions include industrial processes such as extracting metal from ore and the burning of fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Sulfur dioxide is linked to a number of adverse effects on the respiratory system, including aggravation of respiratory diseases, such as asthma and emphysema, and reduced lung function (SCAQMD 2005; USEPA 2021a).

Particulate Matter

Suspended atmospheric PM_{10} and $PM_{2.5}$ is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. Both PM_{10} and $PM_{2.5}$ are directly emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. Particulate matter is also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with PM_{10} and $PM_{2.5}$ can be very different. PM_{10} is generally associated with dust mobilized by wind and vehicles while $PM_{2.5}$ is generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. Due to its small size, $PM_{2.5}$ is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems (CARB 2020a). More than half of $PM_{2.5}$ that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance (SCAQMD 2005). Suspended particulates can also reduce lung function, aggravate respiratory and cardiovascular diseases, increase mortality rates, and reduce lung function growth in children (SCAQMD 2005; USEPA 2021a).

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial sources. However, as a result of the USEPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least in part as a result of national emissions

standards for hazardous air pollutants (USEPA 2013). As a result of phasing out leaded gasoline, metal processing currently remains the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. The health impacts of lead include behavioral and hearing disabilities in children and nervous system impairment (SCAQMD 2005; USEPA 2021a).

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about $1/70^{th}$ the diameter of a human hair) and thus is a subset of $PM_{2.5}$. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2020b). Particulate matter emitted from diesel engines contributes more than 70 percent of the air emission cancer risk associated with the on-road heavy-duty sector within the SCAB (SCAQMD 2017).

TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

d. Current Air Quality

As discussed further in Section 4.1.2(a), *Federal and State Regulations*, the SCAB is designated nonattainment for the NAAQS for ozone, $PM_{2.5}$, and lead (in the Los Angeles County portion only) as well as the CAAQS for ozone, PM_{10}, and $PM_{2.5}$. The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the NAAQS and CAAQS. According to the *SCAQMD CEQA Air Quality Handbook*, environmental documents should contain a summary of the most current air quality data to characterize the site-specific air quality setting (SCAQMD 1993). The *SCAQMD CEQA Air Quality Handbook* note that the data must be derived from the nearest SCAQMD monitoring station located in the same Source Receptor Area (SRA) as the project. However, if there is no monitoring station located in the SRA, then information should be sourced from the nearest upwind station. The Housing Element Update covers the City of West Hollywood, which falls under SRA 2 (Northwest Coastal Los Angeles County). The SCAQMD does not have a monitoring station in West Hollywood. Therefore, per guidance in the *SCAQMD CEQA Air Quality Handbook*, the nearest monitoring station in SRA 2 with available data should be used. This approach is usual, customary, and appropriate for jurisdictions in the SCAQMD region that do not have monitoring stations located within their boundaries. The closest monitoring station in SRA 2 is located at the West Los Angeles-Veterans Administration (VA) Hospital monitoring station located approximately five miles southwest of the City of West Hollywood. However, SO_2, $PM_{2.5}$ and PM_{10} data are not available from the West Los Angeles-VA Hospital monitoring station; therefore, data for these pollutants have been taken from the next closest available monitoring

station, the North Los Angeles-North Main Street monitoring station located approximately seven miles northwest of the City of West Hollywood.

Table 4.1-2 summarizes the representative annual air quality data for all criteria pollutants for the nearest local monitoring stations, with available data for 2018 through 2020. As shown therein, daily exceedances of the worst-hour ozone CAAQS occurred on six days in 2020. Daily exceedances of the eight-hour ozone CAAQS and NAAQS occurred on two days 2018, one day in 2019 and eight days in 2020. Daily exceedances of the CAAQS for PM_{10} occurred on 31 days in 2018, 15 days in 2019 and 34 days in 2020, and daily exceedances of the NAAQS for $PM_{2.5}$ occurred on six days in 2018, one day in 2019 and 12 days in 2020. All other CAAQS and NAAQS were not exceeded at these monitoring stations in the last three years.

Table 4.1-2 Annual Ambient Air Quality Data

Pollutant	2018	2019	2020
Ozone (ppm), Worst 1-Hour[1]	0.094	0.086	0.134
Number of days above CAAQS (>0.09 ppm)	0	0	6
Number of days above NAAQS (>0.12 ppm)	0	0	1
Ozone (ppm), Worst 8-Hour Average[1]	0.073	0.075	0.092
Number of days above CAAQS (>0.070 ppm)	2	1	8
Number of days above NAAQS (>0.070 ppm)	2	1	8
Carbon Monoxide (ppm), Highest 8-Hour Average[1]	1.3	1.2	1.2
Number of days above CAAQS or NAAQS (>9.0 ppm)	0	0	0
Nitrogen Dioxide (ppm), Worst 1-Hour[1]	0.0647	0.0488	0.0766
Number of days above CAAQS (>0.180 ppm)	0	0	0
Number of days above NAAQS (>0.100 ppm)	0	0	0
Sulfur Dioxide (ppm), Worst Hour[2]	0.0179	0.01[3]	0.0038
Number of days above CAAQS (>0.25 ppm)	0	0	0
Number of days above NAAQS (>0.075 ppm)	0	0	0
Particulate Matter ≤10 microns (μg/m³), Worst 24 Hours[2]	68.2	62.4	83.7
Number of days above CAAQS (>50 μg/m³)	31	15	34
Number of days above NAAQS (>150 μg/m³)	0	0	0
Particulate Matter ≤2.5 microns (μg/m³), Worst 24 Hours[2]	61.4	43.5	175.0
Number of days above NAAQS (>35 μg/m³)	6	1	12
Lead (μg/m³), 3-Month Average[2]	0.01	0.01	0.01
Number of days above NAAQS (>0.15 μg/m³)	0	0	0

ppm = parts per million; μg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

Note: The ambient air quality data presented in this table is intended to be representative of existing conditions and is not a comprehensive summary of all monitoring efforts for all the CAAQS and NAAQS. Additional ambient air quality data can be accessed at https://www.epa.gov/outdoor-air-quality-data/monitor-values-report.

[1] Data from CARB and the USEPA at the nearest monitoring station with available data at the West Los Angeles VA Hospital in northwest Los Angeles County (approximately 5 miles southwest of the West Hollywood city limits).

[2] Data from the CARB and USEPA at the nearest monitoring station with available data at the North Los Angeles-North Main Street monitoring station, located approximately seven miles northwest of the West Hollywood city limits.

Source: CARB 2021b and USEPA 2021b

e. Sensitive Receptors

The NAAQs and CAAQS were established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress as a result of poor air quality, such as children under 14, persons over 65, persons engaged in strenuous work or exercise, and people with pre-existing cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, long-term health care facilities, rehabilitation centers, convalescent centers, hospitals, retirement homes, and schools, playgrounds, and childcare centers (SCAQMD 2005). Sensitive receptors are located throughout and within 1,000 feet of the City of West Hollywood and include the following:

- Residences
- Long-term health care facilities, including Forward Recovery Detox and Addiction Recovery Services, West Hollywood ATC, Pride Recovery LA, , Choices West Hollywood, Breathe Life Healing Centers - Alcohol & Drug Rehab Los Angeles, Westwind Recovery, REVIVE Detox, Vista House Coed Sober Living of West Hollywood, CA, , Foundation's Sober Living, Recovhub, , Hollywood Hills Recovery, La Fuente Hollywood Treatment Center, Hollywood Detox Center, The Hills Treatment Center
- Convalescent centers and retirement homes, including Beverly Hills Carmel, Hayworth Terrace Assisted Living, Silverado Beverly Place Memory Care Community, Country Villa Wilshire Healthcare Center, Garden of Palms, Raya's Paradise, Inc., Melrose Gardens, Linn House, Belmont Village Senior Living Hollywood Hills, Hollywood Hills - A Pacifica Senior Living Community, Kingsley Manor Los Angeles Retirement Community
- Schools and childcare centers, including Le Petit Gan International Preschool Los Angeles, The Center for Early Education, Huntley Preschool, Hollywood Little School, ABC Little School, Beverly Hills Children's Academy, West Hollywood Preschool at Plummer Park, Walther School, Just Like Mom's Pre-school and Kindergarten, Hollywood's Young Stars 24 Hours Child Care Center, Hollywood Preschool & Kindergarten, WeeCare, Sunset Montessori Preschool, Fountain Kids Academy, West Hollywood Children's Academy, Rosewood STEM Magnet, The Center for Early Education, Laurel Span School West Hollywood Opportunity Center, West Hollywood College Preparatory School, Larchmont Charter School – Fairfax, Hollywood Schoolhouse, Vine Street Elementary School, Friends of West Hollywood Elementary, Gardner Little School, Stratford School, Hollywood School House, Fountain Day School, Hubert Howe Bancroft Middle School, Horace Mann School, Beverly Vista Middle School, Futures Academy - Beverly Hills, TREE Academy, Young Hollywood School, Joseph Le Contre Middle School, Larchmont Charter School – Hollygrove, John Burroughs Middle School, The Center for Education, Hollywood High School, Bernstein High School, West Hollywood College Preparatory School, Fairfax High School Walt Whitman High School, and Bnos Devorah High School
- Parks, including Plummer Park, Formosa Park, Poinsettia Recreation Center, De Longpre Park, Hollywood Recreation Center, Kings Road Park, Laurel Park, William S. Hart Dog Park, and Selma Park

f. Odors

The SCAQMD's *CEQA Air Quality Handbook* (1993) identifies multiple land uses that may cause odors including, but not limited to agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. There are no potential major odor sources within the City of West Hollywood. There is one potential major odor source outside the City of West Hollywood, which is the Beverly Hills Oil Field located in Beverly Hills approximately 1.5 miles south of the city.

4.1.2 Regulatory Setting

a. Federal and State Regulations

Federal and California Clean Air Acts

The federal Clean Air Act (CAA) governs air quality in the United States and is administered by the USEPA at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the State level. At the regional and local levels, local air districts such as the SCAQMD typically administer the federal and California CAA. As part of implementing the federal and California CAA, the USEPA and CARB have established ambient air quality standards (AAQS) for major pollutants at thresholds intended to protect public health. An air quality standard is defined as "the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health" (CARB 2019a). Table 4.1-3 summarizes the CAAQS and the NAAQS ambient air quality standards. The CAAQS are more restrictive than the NAAQS for several pollutants, including the one-hour standard for carbon monoxide, the 24-hour standard for sulfur dioxide, and the 24-hour standard for PM_{10}.

California is divided geographically into 15 air basins (of which the SCAB is one) for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. Depending on whether the standards are met or exceeded, the local air basin is classified as in "attainment" or "non-attainment." Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas. Some areas are unclassified, which means insufficient monitoring data are available; unclassified areas are considered to be in attainment. Table 4.1-3 presents the attainment status of the SCAB for each of the CAAQS and NAAQS. As shown therein, the SCAB is designated nonattainment for the NAAQS for ozone, $PM_{2.5}$, and lead (in the Los Angeles County portion only) as well as the CAAQS for ozone, PM_{10}, and $PM_{2.5}$.

In accordance with Section 109(b) of the federal Clean Air Act, the national ambient air quality standards (NAAQS) established at the federal level are designed to be protective of public health with an adequate margin of safety. The NAAQS were designed to include an adequate margin of safety to be protective of those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (USEPA 2016). To derive these standards, the USEPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human

Table 4.1-3 Ambient Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time	California Ambient Air Quality Standards		National Ambient Air Quality Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8-Hour	0.070 ppm	N	0.070 ppm	N
	1-Hour	0.09 ppm	N	–	–
Carbon Monoxide	8-Hour	9.0 ppm	A	9 ppm	A
	1-Hour	20 ppm	A	35 ppm	A
Nitrogen Dioxide	1-Hour	0.18 ppm	A	0.100 ppm	U/A
	Annual Arithmetic Mean	0.030 ppm	A	0.053 ppm	A
Sulfur Dioxide	24-Hour	0.04 ppm	A	0.14 ppm	U/A[1]
	1-Hour	0.25 ppm	A	0.075 ppm	U/A
	Annual Arithmetic Mean	–	–	0.030 ppm	U/A
Particulate Matter – Small (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	N	–	–
	24-Hour	50 µg/m^3	N	150 µg/m^3	A
Particulate Matter - Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	N	12 µg/m^3	N
	24-Hour	–	–	35 µg/m^3	N
Sulfates	24-Hour	25 µg/m^3	A	–	–
Lead	Rolling 3-Month Average	–	–	0.15 µg/m^3	N[2]
	30-Day Average	1.5 µg/m^3	A	–	–
Hydrogen Sulfide[3]	1-Hour	0.03 ppm (42 µg/m^3)	A	–	–
Vinyl Chloride (Chloroethene)[3]	24-Hour	0.010 ppm (26 µg/m^3)	A	–	–
Visibility Reducing Particles[3]	8-Hour (10:00 to 18:00 PST)	–	No information available	–	–

A = attainment; N = nonattainment; U = unclassified; ppm=parts per million; µg/m^3=micrograms per cubic meter; PST = Pacific Standard Time

[1] Designation pending.

[2] Partial Nonattainment designation – Los Angeles County portion of the SCAB only for near-source monitors. Expect re-designation to attainment based on current monitoring data.

[3] The project does not include substantial sources of hydrogen sulfide, vinyl chloride, or visibility reducing particles. Ambient air quality standards for these pollutants is provided for informational purposes only; however, these pollutants are not evaluated for the purposes of CEQA.

Source: SCAQMD 2016 and CARB 2021a

health impacts occur, then reduces these concentrations to establish a margin of safety (USEPA 2018). As a result, human health impacts caused by the air pollutants discussed above may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attainting a particular NAAQS, the lower the human health impact is from that pollutant (*Brief for San Joaquin Valley Unified Air Pollution Control District 2018*). Accordingly, ambient air pollutant concentrations below the NAAQS are considered to be protective of human health (CARB 2019a). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (CARB 2019a).

Safer Affordable Fuel-Efficient Vehicles Rule

On September 27, 2019, the USEPA and the National Highway Safety Administration published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The Part One Rule revokes California's authority to set its own greenhouse gas emissions standards and zero-emission vehicle mandates in California. On April 30, 2020, the USEPA and the National Highway Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and carbon dioxide emissions standards for passenger cars and trucks of model years 2021-2026 such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the approximately five percent annual increase required under the 2012 standards (National Highway Traffic Safety Administration 2020). To account for the effects of the SAFE Vehicles Rule, CARB released off-model adjustment factors to adjust criteria air pollutant emissions outputs from the EMFAC model.

Construction Equipment Fuel Efficiency Standard

The USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements, which are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

California Building Standards Code

The California Code of Regulations (CCR) Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. In addition to many other things, the California Building Standards Code's energy-efficiency and green building standards address air quality concerns and are outlined below. The 2019 California Buildings Standards Code (the most recent iteration of the code) was adopted by reference in West Hollywood Municipal Code (WHMC) Title 13. These standards are updated every three years.

Part 6 – Building Energy Efficiency Standards/Energy Code

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2019 Title 24 standards are the applicable building energy efficiency standards for the project because they became effective on January 1, 2020.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2019 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers (Tiers I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;[2]
- 65 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle (EV) charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Designation of at least ten percent of parking spaces for multi-family residential developments as electric vehicle charging spaces capable of supporting future electric vehicle supply equipment.

The voluntary standards require:

- **Tier I:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof; and
- **Tier II:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar reflective roof.

[2] Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

b. Local Regulations

2016 Air Quality Management Plan

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal eight-hour ozone standard of 0.070 ppm that was finalized in 2015. The Final 2016 AQMP addresses several State and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG) projections for socio-economic data (e.g., population, housing, and employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP. The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal CAA, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The 2016 AQMP also demonstrates strategies for attainment of the new federal eight-hour ozone standard and vehicle miles travelled emissions offsets, pursuant to recent USEPA requirements (SCAQMD 2017). SCAG recently adopted the 2020 RTP/SCS, and SCAQMD is currently preparing the next AQMP iteration, which will be the 2022 AQMP and will use more recent data and projections from the 2020 RTP/SCS.

South Coast Air Quality Management District Rules and Regulations

To implement the AQMP, the SCAQMD develops and implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

Rule 401 (Visible Emissions). This rule prohibits the discharge of visible air pollutant emissions from various sources as determined by shade and opacity criteria based on the Ringelmann Chart.

Rule 402 (Nuisance). This rule prohibits the discharge of quantities of air contaminants or other material that causes 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.

Rule 403 (Fugitive Dust Control). This rule includes various requirements to prevent, reduce, and mitigate the amount of particulate matter entrained in the ambient air from man-made fugitive dust sources.

Rule 1113 (Architectural Coatings). This rule establishes VOC content limits for a variety of architectural coatings, including 50 grams per liter for flat and non-flat coatings.

City of West Hollywood General Plan 2035

The current West Hollywood General Plan 2035, adopted in 2011, lists several air quality policies under Goal IRC-7, which is to "Improve air quality and reduce emissions of air pollution." The following policies are applicable to the Housing Element Update (City of West Hollywood 2011):

Policy IRC-7.1. Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution, as feasible.

Policy IRC-7.2. Support land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.

Policy IRC-7.3. Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

Policy IRC-7.4. Prohibit combustion or gasoline powered engines in leaf blowers.

Policy IRC-7.5. Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.

Policy IRC-7.6. Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.

Policy IRC-7.7. When possible, collaborate with other agencies within the region to improve air quality and meet or exceed state and federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles.

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

At this time, reasonably foreseeable development facilitated by the Housing Element Update do not have sufficient detail (e.g., construction schedule, amount of soil export, specific buildout parameters) to allow for project-level analysis given the programmatic nature of the plan and thus it would be speculative to analyze project-level impacts for comparison with SCAQMD's project-level significance thresholds outlined under *Significance Thresholds*. Therefore, a more qualitative approach to characterizing air quality impacts has been employed for this analysis. In addition, the impact of the Housing Element Update on vehicle miles traveled (VMT) and population growth is used to quantitatively evaluate the Housing Element Update's consistency with the 2016 AQMP.

Significance Thresholds

The following thresholds of significance were developed based on the CEQA Guidelines, specifically, Appendix G. The Housing Element Update would have a significant impact with respect to air quality if it would:

1. Would the project conflict with or obstruct implementation of the applicable air quality plan?
2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
3. Would the project expose sensitive receptors to substantial pollutant concentrations?

4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As discussed in the Initial Study (Appendix A), the project does not have the potential to result in significant impacts related to odors; therefore, threshold #4 is not discussed further in this EIR.

SCAQMD Thresholds

As stated in the CEQA Guidelines, the significance criteria established by the regional air quality management district or air pollution control district may be relied upon to make significance determinations. The SCAQMD has adopted guidelines for quantifying and determining the significance of air quality emissions in its *SCAQMD CEQA Air Quality Handbook* and supplemental updates (SCAQMD 1993, 2008, and 2019).

Regional Significance Thresholds

The SCAQMD recommends the use of quantitative regional significance thresholds to evaluate emissions generated by temporary construction activities and long-term project operation in the SCAB, which are shown in Table 4.1-4. Project-level significance thresholds established by local air districts set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or State ambient air quality standard. Therefore, if a project's air pollutant emissions exceed the significance thresholds, the project could cause or contribute to the human health impacts described under Section 4.2.1(c), *Air Pollutants of Primary Concern*. For example, SCAQMD has set its operational significance threshold for VOCs based in part on the significance level for stationary sources of emissions established by Section 182(e) of the federal Clean Air Act. SCAQMD developed its other significance thresholds "based on scientific and factual data that is contained in the federal and state Clean Air Acts" (SCAQMD 1993).

Table 4.1-4 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO_X	150 pounds per day of SO_X
150 pounds per day of PM_{10}	150 pounds per day of PM_{10}
55 pounds per day of $PM_{2.5}$	55 pounds per day of $PM_{2.5}$

VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X =sulfur oxides; PM_{10} = particulate matter measuring 10 microns or less in diameter; $PM_{2.5}$ = particulate matter measuring 2.5 microns or less in diameter

Source: SCAQMD 2019

Localized Significance Thresholds

In addition to the regional thresholds discussed above, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_X, carbon monoxide, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the

nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a). As such, LSTs are typically applied only to construction emissions because the majority of operational emissions are associated with project-generated vehicle trips. The LSTs for construction activities are based on the results of air dispersion modeling that calculated NO_X and CO exhaust emissions from construction equipment and fugitive dust emissions from ground disturbance for construction sites that measure one acre or less, between one to two acres, or between two and five acres in size (SCAQMD 2008).

The City of West Hollywood is located in SRA 2 (Northwest Coastal LA County) and is approximately 1.89 square miles (or 1,209.6 acres) in size. However, the majority of the sites evaluated in the housing inventory are five acres or less in size. Furthermore, given realistic construction practices, the active area of ground disturbance and/or heavy equipment usage during construction at any one site would not be expected to exceed five acres of the construction site at once. Therefore, it is appropriate to use the LSTs for construction sites up to five acres in size for this analysis (SCAQMD 2008). This provides a conservative evaluation of project impacts because the LSTs for these sizes of construction sites provide more stringent thresholds for construction emissions as compared to the analysis of emissions over a larger area. LSTs are provided for receptors at a range of distances -- from 82 to 1,640 feet (25 to 500 meters) -- from the project site boundary. As described in *Sensitive Receptors*, sensitive receptors are located throughout The City of West Hollywood and therefore could be adjacent to sites evaluated in the Housing Element Update site inventory. Therefore, for this analysis, it is conservatively assumed that the nearest receptor is located at the shortest LST distance of 82 feet. LSTs for active construction sites in SRA 2 ranging in size from one to five acres for a receptor at 82 feet are shown in Table 4.2-5.

Table 4.2-5 SCAQMD LSTs for Construction in SRA 2 for a Receptor at 82 Feet (pounds per day)

Pollutant	Active One-acre Construction Site	Active Two-acre Construction Site	Active Five-acre Construction Site
Gradual conversion of NO_x to NO_2	103	147	221
CO	562	827	1,531
PM_{10}	4	6	13
$PM_{2.5}$	3	4	6

LST = Localized Significance Threshold; SRA = Source Receptor Area; NO_X = nitrogen oxides; NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$ = particulate matter measuring 2.5 microns in diameter or less

Source: SCAQMD 2009

Toxic Air Contaminants

The USEPA considers those pollutants that could cause cancer risks between one in 10,000 (1.0×10^{4}) and one in one million (1.0×10^{-6}) for risk management. Proposition 65 (California Health and Safety Code Section 25249.6), enacted in 1986, prohibits a person in the course of doing business from knowingly and intentionally exposing any individual to a chemical that has been listed as known to the state to cause cancer or reproductive toxicity without first giving clear and reasonable warning. For a chemical that is listed as a carcinogen, the "no significant risk" level under Proposition 65 is defined as the level that is calculated to result in not more than one excess case of

cancer in 100,000 individuals (1.0×10^{-5}). The SCAQMD recommends the use of this risk level (also reportable as 10 in one million) as the significance threshold for TACs (SCAQMD 2019). The SCAQMD also recommends that the non-carcinogenic hazards of TACs should not exceed a hazard index (the summation of the hazard quotients for all chemicals to which an individual would be exposed) of 1.0 for either chronic or acute effects (SCAQMD 2019).

b. Project Impacts

Threshold 1:	Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 THE HOUSING ELEMENT UPDATE WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN AND IMPACTS WOULD SIGNIFICANT AND UNAVOIDABLE.

According to the *SCAQMD CEQA Air Quality Handbook* and supplemental updates (SCAQMD 1993, 2008, and 2019), a project would be consistent with the AQMP if it 1) would not exceed the growth forecast assumptions used in development of the AQMP and 2) would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Consistency with AQMP Growth Forecasts

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local general plans and the SCAG 2016-2040 RTP/SCS socioeconomic forecast projections of regional population, housing and employment growth.[3] The SCAG socioeconomic forecast projections are based on local general plans adopted at the time of preparation of the forecasts.

The development of 4,284 residential units would cause a direct increase in the population of West Hollywood. The city's existing population is approximately 36,125 residents (California Department of Finance 2021). As discussed in the Initial Study, *Population and Housing*, the Housing Element Update would result in the addition of approximately 6,554 persons to the population of the City of West Hollywood by 2029, assuming full buildout (Appendix A). SCAG forecasts the population of West Hollywood will reach approximately 41,800 residents by 2040 (SCAG 2017). Therefore, the City's cumulative plus Housing Element Update population forecast of approximately 42,679 residents by 2029 would exceed SCAG's forecast 2040 population of 41,800 residents for West Hollywood by 879 residents.[4] Therefore, population growth associated with the Housing Element Update would exceed SCAG population growth forecasts, and the project would therefore be inconsistent with the underlying assumptions of the emissions forecasts contained in the 2016 AQMP.

[3] On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). However, the 2016 AQMP was adopted prior to this date and relies on the demographic and growth forecasts of the 2016-2040 RTP/SCS; therefore, these forecasts are utilized in the analysis of the project's consistency with the AQMP.

[4] It is noted that although SCAG has projected local growth in the 2020-2040 RTP/SCS, which forms the basis of the emissions forecasts of the SCAQMD 2016 AQMP, SCAG has also allocated to West Hollywood its local share of the State-mandated RHNA, which creates additional local growth beyond that previously forecast.

Contribution to Air Quality Violations

The AQMP includes specific control measures to reduce air pollutant emissions in order to meet federal and State air quality standards. One of the most important methods the AQMP relies on to achieve its goals is the use of Transportation Control Measures (TCM). TCMs are defined in the 2016 AQMP as "measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions." The TCMs included in the 2016 AQMP are described in SCAG's Final 2016 RTP/SCS.[5] No TCMs have been identified in the RTP/SCS for West Hollywood (SCAQMD 2017).

The following policies in the Housing and Mobility Elements would help reduce air pollutant emissions through transportation and land use design factors that would promote VMT reductions:

Housing Element Policies

Policy H-1.2 Retain and maintain existing affordable housing, including affordable housing that exists naturally in the market.

Policy H-2.3 Encourage development standards that support housing and mixed-use developments while protecting and enhancing the quality of life of residents while being mindful of social inclusion and sustainability goals.

Policy H-3.1 Facilitate the development of a diverse range of housing options including, but not limited to, single-family homes, accessory dwelling units, multi-family rental housing, condominiums and townhomes, live/work units, housing in mixed use developments, and other flexible housing types (such as co-living, microunits/efficiency units, congregate housing, residential and commercial subdivisions, and permanent supportive housing).

Policy H-4.1 Encourage and provide incentives for the development of housing in mixed use and transit-oriented developments**.**

Mobility Element Policies

Policy M-2.5 Develop programs and strategies that work to achieve greenhouse gas or VMT reduction standards established by regional, state, and/or federal agencies.

Policy M-6.1 Maintain and periodically update a Transportation Demand Management (TDM) Ordinance to reduce auto trips associated with new development.

Policy M-6.2 Require new projects to provide an estimate of new trips generated and/or additional VMT. The degree of specificity required will be reasonably proportional to the project size.

Policy M-6.3 Consider implementing multimodal performance measures to analyze the impact of new development.

Policy M-6.4 Consider requiring new residential and commercial development to provide a partial transit subsidy for employees and/or residents of the new development.

[5] On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). However, the 2016 AQMP was adopted prior to this date and relies on the TCMs of the 2016-2040 RTP/SCS; therefore, these TCMs are utilized in the analysis of the project's consistency with the AQMP.

Policy M-6.5 Regularly study the community's travel characteristics to identify actions and techniques for reducing travel demand.

Policy M-6.6 Measure changes in VMT, trip generation, and parking demand in the City over time.

Policy M-6.7 Support carpool, rideshare, and telecommuting programs in partnership with the City's business community, and strive for increased participation rates.

Policy M-6.9 Respond to changes in demand by replacing auto infrastructure with other types of transportation infrastructure. For example, the City may replace some auto parking with bicycle parking as bicycle use grows, or designate auto lanes for public transit only.

By promoting intensification and reuse of already developed lands, development of residential land uses in close proximity to existing commercial areas, and development of lands adjacent to existing urban development, the Housing Element Update would help reduce reliance on the automobile and increase use of alternative transportation modes. Furthermore, as discussed in Section 4.9, Transportation, the Housing Element Update would not have significant VMT impacts as the project is located in a high quality transit area and meets all the criteria in the TIS Guidelines, Technical Advisory on Evaluating Transportation Impacts in CEQA. In addition, the Housing Element policies would promote re-use and infill development that would result in lower daily VMT and associated air pollutant emissions. In addition, existing policies of the Mobility Element are directed at reducing VMT and associated air pollutant emissions in the City of West Hollywood by requiring trip generation and VMT analyses for new development, replacing automobile infrastructure with other types of transportation infrastructure, and maintaining a TDM Ordinance, which are consistent with one of the overarching purposes of the AQMP to reduce mobile source emissions. Furthermore, the increase in affordable housing units would provide housing opportunities in proximity to jobs for those employed in the city that meet these household income categories.

However, as discussed under Impact AQ-2, construction and operational emissions associated with buildout of the Housing Element Update may exceed SCAQMD project-level thresholds, which are set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or State ambient air quality standard. Therefore, the Housing Element Update would potentially result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Summary

In summary, the Housing Element Update would be inconsistent with the 2016 AQMP because it would result in population growth in excess of the growth forecasts underlying the 2016 AQMP and may result in criteria air pollutant emissions in exceed of SCAQMD project-level thresholds such that buildout of the Housing Element Update would potentially result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Therefore, impacts would be significant.

Mitigation Measures

Mitigation Measure AQ-1, detailed below, shall be implemented in addition to Mitigation Measures AQ-2a and AQ-2b outlined under Impact AQ-2.

AQ-1 Participation in AQMP Planning

The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and State air quality standards. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the Housing Element Update and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources.

Significance After Mitigation

Mitigation Measures AQ-1 through AQ-3 would reduce air pollutant emissions associated with buildout of the Housing Element Update to the extent feasible. However, population growth associated with the Housing Element Update would still exceed the growth forecasts used in development of the AQMP, and it is speculative to determine whether project-level emissions associated with reasonably foreseeable development under the Housing Element Update would be reduced below the SCAQMD project-level significance thresholds because the nature and intensity of future housing projects is not known at this time. Therefore, impacts would be significant and unavoidable. Refer to Impact AQ-2 for a discussion of health impacts related to criteria air pollutant and precursor emissions associated with buildout of the Housing Element Update.

Threshold 2:	Would the General Plan Update 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?

Impact AQ-2 CONSTRUCTION AND OPERATION OF REASONABLY FORESEEABLE DEVELOPMENT FACILITATED BY THE HOUSING ELEMENT UPDATE WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE IN OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS IN NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As discussed under Section 4.1.2, *Regulatory Setting*, criteria pollutants include ozone, carbon monoxide, nitrogen dioxide, PM_{10}, $PM_{2.5}$, sulfur dioxide, and lead. The SCAB is a non-attainment area for the federal standards for ozone and $PM_{2.5}$ and the state standards for ozone, PM_{10}, and $PM_{2.5}$. The Los Angeles County portion of the SCAB is also designated non-attainment for lead (SCAQMD 2016). The SCAB is designated unclassifiable or in attainment for all other federal and State standards.

Construction Emissions

Construction activities from reasonably foreseeable development facilitated by the Housing Element Update would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles in addition to VOC emissions that would be released during the paving phase and the drying phase of architectural coatings. The extent of daily emissions, particularly NO_x emissions, generated by construction equipment, would depend on the equipment used and the hours of operation for each project. The extent of PM_{10} and $PM_{2.5}$ emissions would depend upon the following factors: (1) the

amount of disturbed soils; (2) the length of disturbance time; (3) whether existing structures are demolished; (4) whether excavation is involved; and (5) whether transporting excavated materials off site is necessary. The extent of VOC emissions would primarily depend on the square footage of buildings being painted and asphalt surfaces being paved each day.

As discussed in Section 4.1.3(a), *Methodology and Significance Thresholds*, the SCAQMD has not established plan-level significance thresholds for construction air pollutant emissions. At this time, reasonably foreseeable development facilitated by the proposed Housing Element Update do not have sufficient detail (e.g., construction schedule, amount of soil export, specific buildout parameters) to allow for project-level analysis given the programmatic nature of the plan and thus it would be speculative to analyze project-level impacts. Therefore, a more qualitative approach to characterizing construction-related air emissions has been employed for this analysis.

Construction activities would occur at the sites identified in the project description, which are located in urbanized portions of the Plan Area such as along Santa Monica Boulevard, Beverly Drive, and Melrose Avenue. Reasonably foreseeable development would be subject to compliance with applicable SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings). Specifically, Rule 403 requires the use of best available control measures for all construction activities to reduce fugitive dust emissions. The major construction elements addressed by Rule 403 include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. Rule 403 compliance by individual property owners, developers, and/or contractors would reduce temporary construction-related air pollutant emissions of fugitive dust. In addition, Rule 1113 limits the VOC content of architectural coatings to minimize VOC emissions from the off-gassing of exterior and interior paints. Furthermore, Policy IRC-7.3 of the 2035 General Plan Conservation Element aims to reduce air quality impacts associated with construction activities:

> **Policy IRC-7.3.** Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

Compliance with SCAQMD rules and 2035 General Plan Policy IRC-7.3 would reduce the overall level of air quality impacts associated with construction activities under the Housing Element Update. Furthermore, reasonably foreseeable development facilitated by the Housing Element Update would be required to implement additional mitigation if project-specific analysis identifies the potential to exceed the SCAQMD's regional thresholds and LSTs for construction activities, as shown in Table 4.1-4 and Table 4.1-5 in Section 4.1.2(a), *Methodology and Significance Thresholds*. However, because the exact nature and intensity of reasonably foreseeable development projects is not known at this time, it is speculative to determine whether project-specific mitigation measures would reduce project-level emissions below the SCAQMD's regional thresholds and LSTs for construction activities. Therefore, impacts would be significant.

Operational Emissions

Operation of the residential developments facilitated by the Housing Element Update would generate criteria air pollutant emissions associated with area sources (e.g., fireplaces, architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project sites). Table 4.1-6 summarizes estimated daily operational emissions of criteria air pollutants and precursors associated with buildout of the Housing Element Update and provides a conservative comparison of plan-level emissions to the SCAQMD project-level regional significance thresholds. As

shown therein, buildout of the Housing Element Update would generate daily plan-level criteria air pollutant emissions in excess of SCAQMD project-level regional significance thresholds for VOC, NO_X, and carbon monoxide. The City's General Plan includes policies to programmatically address long-term increases in air pollutant emissions, such as Policies IRC 7.1 through IRC 7.7, which seek to regulate stationary and mobile sources of air pollution and promote fuel efficiency and the use of cleaner fuels and energy. Furthermore, reasonably foreseeable development facilitated by the Housing Element Update would be required to implement additional mitigation if project-specific analysis identifies the potential to exceed the SCAQMD's regional thresholds and LSTs for operational activities, as shown in Table 4.1-4 and Table 4.2-5 in Section 4.1.2(a), *Methodology and Significance Thresholds*. However, project-level emissions associated with reasonably foreseeable development, depending on project type and size, may exceed the project-level thresholds established by the SCAQMD, as shown in Section 4.1.3(a), *Methodology and Significance Thresholds*. Therefore, impacts would be significant.

Table 4.1-6 Estimated Operational Criteria Air Pollutant Emissions (lbs/day)

Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	110	69	380	<1	7	7
Energy	1	10	4	<1	<1	<1
Mobile	40	37	328	1	79	21
Total	**152**	**114**	**712**	**1**	**87**	**29**
SCAQMD Regional Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

SCAQMD = South Coast Air Quality Management District; lbs/day = pounds per day; VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter measuring 10 microns or less in diameter; $PM_{2.5}$ = particulate matter measuring 2.5 microns or less in diameter

Source: Appendix C

Mitigation Measures

AQ-2a Construction Equipment Exhaust Emissions Control Measures

For individual housing projects built under the Housing Element Update, the City shall require each project applicant to complete a project-specific construction air quality study. The air quality study shall quantify construction emissions associated with all air pollutant sources, including but not limited to off-road construction equipment, demolition and grading activities, construction worker trips, vendor trips, and haul trips, and compare total emissions to applicable SCAQMD regional and localized significance thresholds. If project-level emissions would exceed SCAQMD thresholds, the City shall require the implementation of measures to reduce construction-related air pollutant emissions below SCAQMD thresholds to the extent feasible, as a condition of project approval. Measures may include, but would not be limited to:

- Construction equipment equipped with Tier IV certified engines or CARB-certified Level 3 diesel particulate filters shall be utilized to the extent that this equipment is commercially available. "Commercially available" shall be defined as the availability of Tier IV equipment in geographic proximity to the project site and within a reasonable timeframe relative to critical path construction timing. If Tier IV equipment is not commercially available, Tier III equipment shall be utilized, and documentation shall be provided by the project applicant to the City stating that

Tier IV equipment is not commercially available with supporting evidence from the contractor. If CARB-certified Level 3 diesel particulate filters are utilized, they shall be kept in working order and maintained in operable condition according to manufacturer's specifications, as applicable.

- 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-powered equivalents (provided 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.

In addition, if the construction air quality study determines that project-level emissions would exceed SCAQMD LSTs for PM_{10} and/or $PM_{2.5}$, a construction Health Risk Assessment shall be prepared to evaluate whether the health risk associated with project-specific construction activities would exceed the SCAQMD significance thresholds for TACs. The construction Health Risk Assessment shall quantify the carcinogenic health risk and non-carcinogenic hazard index associated with DPM exhaust emissions from project-specific construction activities at the Maximally Exposed Individual Resident and evaluate the health risk and hazard index in comparison to SCAQMD thresholds. If the project-level health risk and/or hazard index associated with construction activities would exceed SCAQMD thresholds, the City shall require the implementation of measures to reduce construction-related air pollutant emissions below SCAQMD thresholds to the extent feasible, as a condition of project approval. Measures may include, but would not be limited to, those presented in the bulleted list above.

AQ-2b Operational Emissions Control Measures

For individual housing projects built under the Housing Element Update, the City shall require each project applicant to complete a project-specific operational air quality study. The air quality study shall quantify operational emissions associated with all air pollutant sources, including but not limited to area, energy, and mobile sources, and compare total emissions to applicable SCAQMD thresholds. If project-level emissions would exceed SCAQMD thresholds, the City shall require the implementation of measures to reduce operational air pollutant emissions below SCAQMD thresholds to the extent feasible, as a condition of project approval. Measures may include, but would not be limited to:

- No natural gas fireplaces shall be installed.
- No natural gas connections shall be installed.
- The use of all-electric landscaping and maintenance equipment shall be encouraged.
- The use of low-VOC consumer products (e.g., household cleaners, parking lot degreasers) and low-VOC architectural coatings shall be encouraged.
- Additional electric vehicle charging stations beyond those required by the California Building Energy Efficiency Standards and CALGreen shall be installed.

- A residential transportation demand management (TDM) program shall be developed and implemented, which may include the following measures:
  - TDM coordinator or website to provide transit information and/or coordinate carpooling/ridesharing
  - Designated loading/unloading areas for rideshare vehicles
  - Additional bicycle parking beyond that required by WHMC Section 19.28.150
  - Car and/or bicycle sharing programs
- If not present along the project site frontage(s), bicycle lanes and/or sidewalks shall be installed or easements shall be dedicated to the City for future installation.

Significance After Mitigation

Adherence to SCAQMD rules and regulations and policies in the current General Plan and proposed Housing Element Update as well as implementation of Mitigation Measures AQ-2a and AQ-2b would reduce criteria air pollutant emissions associated with buildout of the Housing Element Update to the extent feasible. However, it is speculative to determine whether project-level emissions associated with reasonably foreseeable development under the Housing Element Update would be reduced below the SCAQMD project-level significance thresholds because the nature and intensity of future housing projects is not known at this time. Therefore, impacts would be 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.

The following discussion addresses the potential human health impacts associated with significant and unavoidable emissions of criteria air pollutants and precursors. This discussion is provided to address concerns raised in the Sierra Club v. County of Fresno (Friant Ranch; 2018) decision regarding adequate disclosure of the potential human health effects from significant air quality impacts. The Supreme Court opinion in Friant Ranch requires projects with significant air quality impacts to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project."

In their amicus briefs on the Friant Ranch case, SCAQMD and San Joaquin Valley Air Pollution Control District (SJVAPCD) staff state that it is not feasible with existing modeling techniques to precisely correlate a project's impacts related to VOC, NO_X, and particulate matter emissions to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program, which is not the case for the proposed project (Brief for South Coast Air Quality Management District 2018; Brief for San Joaquin Valley Unified Air Pollution Control District 2018). In addition, the SCAQMD and SJVAPCD amicus briefs note that ozone formation is not linearly related to emissions. Therefore, ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology, and seasonal impacts, and because ozone is formed later and downwind from the actual emission. Furthermore, depending on the location and intensity of future housing projects, the level of carbon monoxide emissions associated with fireplaces and vehicular traffic on local roadways would vary. Therefore, a general description of the adverse health impacts resulting from the pollutants at issue is the full extent of information that can be provided at this time.

The increase in ozone concentrations in West Hollywood as a result of project operation would contribute to adverse health impacts that are already occurring due to the region's nonattainment

status for this pollutant. As discussed in Section 4.1.1(c), *Air Pollutants of Primary Concern*, the health impacts of ozone include respiratory and eye irritation and possible changes in lung functions. In addition, elevated concentrations of carbon monoxide may result in an increase in the adverse health impacts discussed in Section 4.1.1(c), *Air Pollutants of Primary Concern*, such as aggravation of some heart diseases (e.g., angina), reduced tolerance for exercise, impaired mental function, and impaired fetal development.

Threshold 3:	Expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 THE PROJECT WOULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF TOXIC AIR CONTAMINANTS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above the NAAQS and CAAQS for carbon monoxide. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local carbon monoxide concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and State eight-hour standard of 9.0 ppm (CARB 2016).

The SCAQMD conducted a detailed carbon monoxide analysis for the SCAB during the preparation of the 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that would be expected to experience the highest carbon monoxide concentrations. The highest carbon monoxide concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405 (I-405), which had an ADT of approximately 100,000 vehicles per day. The one-hour concentration of carbon monoxide at this intersection was 4.6 ppm, which is well below the one-hour NAAQS of 35 ppm and the one-hour CAAQS of 20 ppm. Moreover, the SCAB has been in attainment of the carbon monoxide NAAQS and CAAQS since 2007 (SCAQMD 2016). As shown in Table 4.1-2 in Section 4.1.1(d), *Current Air Quality*, the maximum 8-hour average CO value at the Reseda monitoring station (the nearest monitoring station with available data) in 2019 was 1.7 ppm, which is well below the State and federal 8-hour carbon monoxide standard of 9.0 ppm (USEPA 2021b). Based on the low background level of carbon monoxide in the project area, ever-improving vehicle emissions standards for new cars in accordance with State and federal regulations, and the low level of operational carbon monoxide emissions anticipated for reasonably foreseeable development facilitated by the Housing Element Update, the project would not create new hotspots or contribute substantially to existing hotspots. Therefore, the Housing Element Update would not expose sensitive receptors to substantial concentrations of carbon monoxide, and impacts would be less than significant.

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

Construction-related activities would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2020b) and is therefore the focus of this analysis. At this time, projects facilitated by the proposed Housing Element Update do not have sufficient detail (e.g., construction schedule, amount of soil export, specific buildout parameters) to allow for project-level analysis given the programmatic nature of the plan and thus it would be speculative to analyze project-level impacts. Therefore, a more qualitative approach to characterizing construction-related air emissions has been employed for this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of housing units facilitated by the Housing Element Update would occur over timeframes ranging generally from one to five years. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with 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. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., one to six years) is approximately 4 to 18 percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (Bay Area Air Quality Management District 2017).

The maximum PM_{10} and $PM_{2.5}$ emissions would occur during demolition, site preparation and grading activities, which would only occur for a portion of the overall estimated timeframe of one to five years for construction of housing units facilitated by the Housing Element Update. These activities would typically last for approximately two weeks to two years, depending on the extent of grading and excavation required (e.g., projects with subterranean parking structures or geological constraints require additional grading as compared to those without). PM_{10} and $PM_{2.5}$ emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent between 0.1 to 7 percent of the total 30-year exposure period for health risk calculation. Additionally, SCAQMD CEQA guidance does not require preparation of a health risk assessment for short-term construction emissions. Moreover, the proposed housing sites are spread throughout West Hollywood such that people affected by construction-related TAC emissions generated at one housing site would not be affected by construction-related TAC emissions generated at another housing site should construction activities occur simultaneously.

Furthermore, reasonably foreseeably development facilitated by the Housing Element Update would be required to implement additional mitigation if project-specific analysis identifies the potential for construction-related TAC emissions to exceed the SCAQMD's LSTs and thresholds for TACs as outlined in Section 4.1.3(b), *Methodology and Significance Thresholds*. However, because the exact nature and intensity of reasonably foreseeable development projects is not known at this time, it is speculative to determine whether project-specific mitigation measures would reduce project-level emissions below the SCAQMD thresholds. Therefore, impacts would be significant.

Operation

Residential land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed residential land uses would be below thresholds warranting further study under the California Accidental Release Program. Because the project would not include substantial TAC sources and is consistent with CARB and SCAQMD guidelines, it would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Impacts would be less than significant.

Mitigation Measures

Implementation of Mitigation Measure AQ-2b, outlined under Impact AQ-2, would be required.

Significance After Mitigation

Adherence to SCAQMD rules and regulations and policies in the current General Plan and proposed Housing Element Update as well as implementation of Mitigation Measure AQ-3 would reduce construction-phase TAC emissions associated with buildout of the Housing Element Update to the extent feasible. However, it is speculative to determine whether project-level emissions associated with reasonably foreseeable development under the Housing Element Update would be reduced below the SCAQMD project-level significance thresholds for TAC emissions because the nature and intensity of future housing projects is not known at this time. Therefore, impacts would be 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.

The following discussion addresses the potential human health impacts associated with significant and unavoidable TAC emissions during construction activities facilitated by the Housing Element Update. This discussion is provided to address concerns raised in the Sierra Club v. County of Fresno (Friant Ranch; 2018) decision regarding adequate disclosure of the potential human health effects from significant air quality impacts. The Supreme Court opinion in Friant Ranch requires projects with significant air quality impacts to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project."

Depending on the location and intensity of future housing projects, the level and duration of localized TAC concentrations associated with DPM exhaust emissions from construction equipment would vary. Therefore, a general description of the adverse health impacts resulting from the pollutants at issue is the full extent of information that can be provided at this time. The increase in localized TAC concentrations at individual construction sites may result in an increase in the adverse

health impacts at nearby sensitive receptors, such as residences. As discussed in Section 4.1.1(c), *Air Pollutants of Primary Concern*, DPM particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs because of their extremely small size. The adverse health effects of DPM include an increased incidence of lung cancer as well as the noncancer health effects of $PM_{2.5}$ (DPM is a subset of $PM_{2.5}$), such as premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function in children (CARB 2020b).

c. Cumulative Impacts

The geographic scope for the cumulative air quality impact analysis is the jurisdictional area of the SCAQMD. Because the SCAQMD is designated non-attainment for the federal standards for ozone and $PM_{2.5}$ and the state standards for ozone, PM_{10}, and $PM_{2.5}$ and Los Angeles County is designated non-attainment for the federal lead standard, there are existing significant cumulative air quality impacts related to these pollutants. SCAQMD's approach to determining cumulative air quality impacts for criteria air pollutants is to first determine whether the proposed project would result in a significant project-level impact to regional air quality based on SCAQMD significance thresholds. If the project would not generate emissions exceeding SCAQMD thresholds, then the lead agency needs to consider the additive effects of related projects only if the proposed project is part of an ongoing regulatory program, such as a market program for reducing air pollution, or is contemplated in a Program EIR, and the related projects are located within approximately one mile of the project site. If there are related projects within the vicinity (one-mile radius) of the project site that are part of an ongoing regulatory program or are contemplated in a Program EIR, then the additive effect of the related projects should be considered. The Housing Element Update is not part of an ongoing regulatory program and was not contemplated in a Program EIR, although this EIR is itself a Program EIR. The SCAQMD therefore recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed under Impact AQ-1, the Housing Element Update would be inconsistent with the AQMP. As discussed under Impact AQ-2, short-term construction and long-term operational emissions associated with the Housing Element Update would result in significant air quality impacts. As discussed under Impact AQ-3, localized emissions of TACs during construction activities facilitated by the Housing Element Update would also result in significant air quality impacts. Therefore, in accordance with SCAQMD guidance on determining cumulative impacts, the Housing Element Update's contribution to cumulative regional long-term air quality impacts would be cumulatively considerable and would be significant and unavoidable for the reasons detailed under Impact AQ-1 through Impact AQ-3, impacts.

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4.2 Cultural Resources and Tribal Cultural Resources

This section assesses potential impacts to cultural and tribal cultural resources. Rincon Consultants, Inc. conducted a cultural resources assessment for the Housing Element Update through a desktop literature review. Impacts to prehistoric archaeological resources, historic-period resources, and Tribal cultural resources are addressed.

4.2.1 Natural Setting

The project area is situated in Los Angeles County approximately 8.5 miles west/northwest of downtown Los Angeles, where the climate is characterized by long, hot, dry summers and short, relatively mild winters. Topography on the project site is comprised of gently sloped hills to the south and southwest with the steep winding canyons and hills of the Santa Monica Mountains forming the northern edge. Biotic communities associated with the project vicinity include the Coastal Sage Scrub Community, the Desert Scrub Community, and the Alluvial Scrub Community (McKenna et al. 2000). Soils are alluvial and occur along relatively major water courses. The average elevation within the project site is 282 feet above mean sea level. The project area is located within an urbanized environment characterized by residential land uses.

4.2.2 Cultural Setting

The cultural setting for the project vicinity is presented broadly in what follows under three overviews: Prehistoric, Ethnographic, and Historic. The Prehistoric and Historic overviews describe human occupation before and after European contact; the Ethnographic Overview provides a synchronic "snapshot" of traditional Native American lifeways as described by European observers prior to assimilative actions.

Prehistoric Context

Numerous chronological sequences have been devised to aid in understanding cultural changes in southern California. Building on early studies and focusing on data synthesis, Wallace (1955; 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas, including the current project site. Four periods are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's (1955) synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984), this situation has been alleviated in recent years by the compilation of thousands of radiocarbon dates obtained by southern California researchers (Byrd and Raab 2007). Several revisions have been made to Wallace's (1955) synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Mason and Peterson 1994; Koerper et al. 2002).

Another widely accepted prehistoric chronology for the southern California coast is the Encinitas Tradition, proposed by Warren (1968) as a replacement for Wallace's Millingstone Horizon, in order to better understand it as a cultural tradition. The Encinitas tradition includes elements otherwise labelled Greven Knoll, La Jolla, Pauma, Topanga, Milling Stone, and Oak Grove and has since been further developed by Sutton and Gardner 2010.

Horizon I – Early Man (ca. 10,000 – 6000 BCE)

When Wallace defined the Horizon I (Early Man) period in the mid-1950s, there was little evidence of human presence on the southern California coast prior to 6000 BCE. Archaeological work in the intervening years has identified numerous pre-8000 BCE sites, both on the mainland coast and the Channel Islands (e.g., Erlandson 1991; Johnson et al. 2002; Moratto 1984; Rick et al. 2001). The earliest accepted dates for occupation in the region are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002).

Recent data from Horizon I sites indicate the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002) and on Pleistocene lakeshores in eastern San Diego County (see Moratto 1984). Although few Clovis-like or Folsom-like fluted points have been found in southern California (e.g., Dillon 2002; Erlandson et al. 1987), it is generally thought the emphasis on hunting may have been greater during Horizon I than in later periods. Common elements in many sites from this period, for example, include leaf-shaped bifacial projectile points and knives, stemmed, or shouldered projectile points, scrapers, engraving tools, and crescents (Wallace 1978). Subsistence patterns shifted around 6000 BCE coincident with the gradual desiccation associated with the onset of the Altithermal climatic regime, a warm and dry period that lasted for about 3,000 years. After 6000 BCE, a greater emphasis was placed on plant foods and small animals.

Horizon II – Milling Stone (6000–3000 BCE)

The Milling Stone Horizon of Wallace (1955, 1978) and Encinitas Tradition of Warren (1968) (6000 to 3000 BCE) are characterized by subsistence strategies centered on collecting plant foods and small animals. Food procurement activities included hunting small and large terrestrial mammals, sea mammals, and birds; collecting shellfish and other shore species; near-shore fishing with barbs or gorges; the processing of yucca and agave; and the extensive use of seed and plant products (Kowta 1969). The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates and slabs) and handstones (manos and mullers). Milling stones occur in large numbers for the first time during this period and are more numerous still near the end of this period. Recent research indicates Milling Stone Horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007).

Milling Stone Horizon sites are common in the southern California coastal region between Santa Barbara and San Diego, and at many inland locations (e.g., Herring 1968; Langenwalter and Brock 1985; Sutton 1993; True 1958). Wallace (1955, 1978) and Warren (1968) relied on several key coastal sites to characterize the Milling Stone period and Encinitas Tradition, respectively. These include the Oak Grove Complex in the Santa Barbara region, Little Sycamore in southwestern Ventura County, Topanga Canyon in the Santa Monica Mountains, and La Jolla in San Diego County. The well-known Irvine site (CA-ORA-64) has occupation levels dating between ca. 6000 and 4000 BCE (Drover et al. 1983; Macko 1998).

Stone chopping, scraping, and cutting tools made from locally available raw material are abundant in Milling Stone/Encinitas deposits. Less common are projectile points, which are typically large and leaf-shaped, and bone tools such as awls. Items made from shell, including beads, pendants, and abalone dishes, are generally rare. Evidence of weaving or basketry is present at a few sites. Kowta

(1969) attributes the presence of numerous scraper-planes in Milling Stone sites to the preparation of agave or yucca for food or fiber. The mortar and pestle, associated with pounding foods such as acorns, were first used during the Milling Stone Horizon (Wallace 1955, 1978; Warren 1968).

Cogged stones and discoidals are diagnostic Milling Stone period artifacts, and most specimens have been found at sites dating between 4000 and 1000 BCE (Moratto 1984). The cogged stone is a ground stone object with gear-like teeth on its perimeter. Discoidals are similar to cogged stones, differing primarily in their lack of edge modification. Discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals are often purposefully buried and are found mainly in sites along the coastal drainages from southern Ventura County southward, with a few specimens inland at Cajon Pass, and heavily in Orange County (Dixon 1968:63; Moratto 1984). These artifacts are often interpreted as ritual objects (Eberhart 1961; Dixon 1968), although alternative interpretations (such as gaming stones) have also been put forward (e.g., Moriarty and Broms 1971).

Characteristic mortuary practices of the Milling Stone period or Encinitas Tradition include extended and loosely flexed burials, some with red ochre, and few grave goods such as shell beads and milling stones interred beneath cobble or milling stone cairns. “Killed” milling stones, exhibiting holes, may occur in the cairns. Reburials are common in the Los Angeles County area, with north-oriented flexed burials common in Orange and San Diego counties (Wallace 1955, 1978; Warren 1968).

Koerper and Drover (1983) suggest Milling Stone period sites represent evidence of migratory hunters and gatherers who used marine resources in the winter and inland resources for the remainder of the year. Subsequent research indicates greater sedentism than previously recognized. Evidence of wattle-and-daub structures and walls has been identified at several sites in the San Joaquin Hills and Newport Coast area (Mason et al. 1991, 1992, 1993; Koerper 1995; Strudwick 2005; Sawyer 2006), while numerous early house pits have been discovered on San Clemente Island (Byrd and Raab 2007). This architectural evidence and seasonality studies suggest semi-permanent residential base camps were relocated seasonally (de Barros 1996; Koerper et al. 2002; Mason et al. 1997) or permanent villages from which a portion of the population left at certain times of the year to exploit available resources (Cottrell and Del Chario 1981).

Horizon III – Intermediate (3000 BCE – CE 500)

Following the Milling Stone Horizon, Wallace’s Intermediate Horizon and Warren’s Campbell Tradition in Santa Barbara, Ventura, and parts of Los Angeles counties, date from approximately 3000 BCE to CE 500 and are characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. The Campbell Tradition (Warren 1968) incorporates David B. Rogers’ (1929) Hunting Culture and related expressions along the Santa Barbara coast. In the San Diego region, the Encinitas Tradition (Warren 1968) and the La Jolla Culture (Moriarty 1966; Rogers 1939; 1945) persist with little change during this time.

During the Intermediate Horizon and Campbell Tradition, there was a pronounced trend toward greater adaptation to regional or local resources. For example, an increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites along the California coast during this period. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks become part of the tool kit during this period. Larger knives, a variety of flake scrapers, and drill-like implements are common during this period. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms. Koerper and Drover (1983) consider Gypsum Cave and Elko series points, which have a wide distribution in the Great Basin and Mojave deserts between ca. 2000 BCE and CE 500, to be diagnostic of this period. Bone tools, including awls,

were more numerous than in the preceding period, and the use of asphaltum adhesive was common.

Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment. Hopper mortars and stone bowls, including steatite vessels, appeared in the tool kit at this time as well. This shift appears to correlate with the diversification in subsistence resources. Many archaeologists believe this change in milling stones signals a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993). It has been argued that mortars and pestles may have been used initially to process roots (e.g., tubers, bulbs, and corms associated with marshland plants), with acorn processing beginning at a later point in prehistory (Glassow 1997) and continuing to European contact.

Characteristic mortuary practices during the Intermediate Horizon and Campbell Tradition included fully face-down or face-up flexed burials, oriented toward the north or west (Warren 1968). Red ochre was used commonly, and abalone shell dishes were found infrequently. Interments sometimes occurred beneath cairns or broken artifacts. Shell, bone, and stone ornaments, including charmstones, were more common than in the preceding Encinitas Tradition. Some later sites include Olivella shell and steatite beads, mortars with flat bases and flaring sides, and a few small points. The broad distribution of steatite from the Channel Islands and obsidian from distant inland regions, among other items, attest to the growth of trade, particularly during the latter part of this period. Recently, Byrd and Raab 2007 (220–221) have suggested the distribution of Olivella grooved rectangle beads marks “a discrete sphere of trade and interaction between the Mojave Desert and the southern Channel Islands.”

Horizon IV – Late Prehistoric Horizon (CE 500–Historic Contact)

In the Late Prehistoric Horizon (Wallace 1955; 1978), which lasted from the end of the Intermediate (ca. CE 500) until European contact, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely worked projectile points, usually stemless with convex or concave bases, suggests an increased usage of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Other items include steatite cooking vessels and containers, the increased presence of smaller bone and shell circular fishhooks, perforated stones, arrow shaft straighteners made of steatite, a variety of bone tools, and personal ornaments made from shell, bone, and stone. There is also an increased use of asphalt for waterproofing and as an adhesive.

Many Late Prehistoric sites contain beautiful and complex objects of utility, art, and decoration. Ornaments include drilled whole Venus clam (Chione spp.) and drilled abalone (Haliotis spp.). Steatite effigies become more common, with scallop (Pecten spp. and Argopecten spp.) shell rattles common in middens. Mortuary customs are elaborate and include cremation and interment with abundant grave goods. By CE 1000, fired clay smoking pipes and ceramic vessels began to appear at some sites (Drover 1971, 1975; Meighan 1954). The scarcity of pottery in coastal and near-coastal sites implies ceramic technology was not well developed in the area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry which functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between CE 500 and European contact is divided into three regional patterns. The Chumash Tradition is present mainly in the region of Santa Barbara and Ventura counties; the Takic or Numic Tradition is present in the Los Angeles, Orange, and western Riverside counties region; and the Yuman Tradition is present in the San Diego region. The seemingly abrupt changes in material culture, burial practices, and subsistence focus at the beginning of the Late Prehistoric period are thought to be the result of a migration to the coast of peoples from inland desert regions to the east. In addition to the small triangular and triangular side-notched points similar to those found in the desert regions in the Great Basin and Lower Colorado River, Colorado River pottery and the introduction of cremation in the archaeological record are diagnostic of the Yuman Tradition in the San Diego region. This combination suggests a strong influence from the Colorado Desert region.

In Los Angeles, Orange, and western Riverside counties, similar changes (introduction of cremation, pottery, and small triangular arrow points) are thought to be the result of a Takic migration to the coast from inland desert regions. This Takic or Numic Tradition was referred to formerly as the "Shoshonean wedge" or "Shoshonean intrusion" (Warren 1968). This terminology, originally used to describe an Uto-Aztecan language group, is generally no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups who spoke Numic languages (Heizer 1978; Shipley 1978:). Modern Gabrieliño/Tongva in this region are considered the descendants of the prehistoric Uto-Aztecan, Takic-speaking populations who settled along the California coast during this period or perhaps somewhat earlier.

Ethnographic Context

The project site is located in the traditional territory of the Native American group known as the Gabrieliño, Tongva or Kizh (Bean and Smith 1978:538; Johnston 1962; Kroeber 1925; McCawley 1996). What the Native Americans who inhabited southern California called themselves has long been a topic of discussion among scholars and living descendants of these people (Johnston 1962; McCawley 1996; Reid 1978). While the name Gabrieliño was applied by the Spanish to those natives that were associated with the Mission San Gabriel Arcángel (Bean and Smith 1978), that name does not necessarily correlate to how the inhabitants of the region referred to themselves. Today, most contemporary Gabrieliño prefer to identify themselves as Tongva (King 1994), though some use the name Kizh. Generally, the names Tongva and Kizh are derivatives of placenames or village names in and around Mission San Gabriel, or referents to inhabitants of those villages. The village of "tōŋwe" was purported to be near Mission San Gabriel, and its inhabitants may have been referred to as Tobikhar (McCawley 1996). The name Kizh, Kij, or Kichereño was associated with people living near the original location of Mission San Gabriel, approximately three miles southeast of its present location (California Missions Resources Center N.d.). The word Kizh is likely a derivative of a word meaning "house." The name Tongva is used throughout the remainder of this report as it is currently most commonly used by present day descendants (McCawley 1996).

Tongva territory included the Los Angeles basin and southern Channel Islands as well as the coast from Aliso Creek in the south to Topanga Creek in the north. Their territory encompassed several biotic zones, including coastal marsh, coastal strand, prairie, chaparral, oak woodland, and pine

forest (Bean and Smith 1978; McCawley 1996). The watersheds of the Rio Hondo, the Los Angeles, and the Santa Ana rivers as well as many tributaries and creeks such as Ballona Creek, Tujunga Wash, Arroyo Seco and others were within the territory of the Tongva. The Tongva territory was bordered by several different Native American groups including the Serrano to the north and northeast, the Tataviam to the north, the Chumash to the northwest, the Cahuilla to the east, and the Luiseño and Juaneño to the south and southeast.

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 1999). This language family includes dialects spoken by the nearby Juaneño and Luiseño but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Tongva society was organized along patrilineal non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and contained several lineages. The Tongva established permanent villages and smaller satellite camps throughout their territory. Recent ethnohistoric work (O'Neil 2002) suggests a total tribal population of nearly 10,000, considerably more than earlier estimates of around 5,000 people (Bean and Smith 1978). Tongva subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants and animals. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects (Kroeber 1976; Bean and Smith 1978; McCawley 1996; Langenwalter et al. 2001).

The Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers (Rawls 1984). Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made oceangoing plank canoes (known as a ti'at) capable of holding six to 14 people used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (Blackburn 1963; McCawley 1996).

The Tongva lived in circular domed structures made up of thatched tule covering a frame of wooden poles usually of willow. Size estimates vary for these houses, and very few have been identified in archaeological contexts; however, some are said to have been able to house up to 50 people (Bean and Smith 1978). In cases where houses have been identified and recovered archaeologically, extramural features such as hearths and storage pits have been identified (Vargas et al. 2016).

Chinigchinich, the last in a series of heroic mythological figures, was central to Tongva religious life at the time of Spanish contact (Kroeber 1976). The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996). Prior to European contact, deceased Tongva were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996). However, after pressure from Spanish missionaries, cremation essentially ceased during the post-contact period (McCawley 1996).

Several different Tongva village or community locations have been identified in the San Gabriel Valley. The names Shevaanga, Sonaanga, Sheshiikwanonga, Akuuronga, Aluupkenga, Ashuukshanga, Weniinga, and Ahwiinga have all been identified as communities along the watershed feeding the Rio Hondo River out of the San Gabriel Mountains (McCawley 1996). The village of Shevaanga was said to be located at the present site of the Mission San Gabriel. In the more immediate vicinity of the project area, the villages of Shevaanga, Sonaanga, Sheshiikwanonga, and Akuuronga have been

identified as relatively close-knit communities, likely with political and economic ties to one another (McCawley 1996). These communities were said to have shared a common dialect that Mission priests referred to as Simbanga (Kroeber 1925; McCawley 1996).

Historic Context

The post-contact history of California is generally divided into three time spans: the Spanish period (1769–1822), the Mexican period (1822–1848), and the American period (1848–present). Each of these periods is briefly described below.

Spanish Period (1769–1822)

Spanish exploration of California began when Juan Rodriguez Cabrillo led the first European expedition into the region in 1542. For more than 200 years after his initial expedition, Spanish, Portuguese, British, and Russian explorers sailed the California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). In 1769, Gaspar de Portolá and Franciscan Father Junipero Serra established the first Spanish settlement in what was then known as Alta (upper) California at Mission San Diego de Alcalá. This was the first of 21 missions erected by the Spanish between 1769 and 1823. It was during this time that initial Spanish settlement of the project vicinity began. Mission San Gabriel was first founded in 1771. It was the fourth mission to be established in California and is located approximately 12 miles west of the project area (California Missions Foundation, n.d.).

In 1775 the mission was moved approximately three miles to its present location to improve conditions for planting and cultivating crops. Mission San Gabriel became one of the most productive and affluent missions in Alta California, providing support for surrounding missions (California Missions Foundation, n.d.). At its peak the mission population reached 1,701 people in 1817 (Bodkin, 1910).

Mexican Period (1822–1848)

The Mexican Period commenced when news of the success of the Mexican War of Independence (1810-1821) against the Spanish crown reached California in 1822. This period saw the privatization of mission lands in California with the passage of the Secularization Act of 1833. This Act federalized mission lands and enabled Mexican governors in California to distribute former mission lands to individuals in the form of land grants. Successive Mexican governors made approximately 700 land grants between 1833 and 1846, putting most of the state's lands into private ownership for the first time (Shumway, 2007). After secularization, the San Gabriel Mission and its grounds deteriorated and the Native American population eventually dispersed (Bodkin, 1910).

In 1842 John Rowland was granted the 17,740-acre Rancho La Puente by Mexican governor Juan Bautista Alvarado for the sum of $1,000. The rancho property had been part of Mission San Gabriel's land holdings. In 1845 the rancho was enlarged to 48,790 acres when Governor Pio Pico named both John Rowland and William Workman as co-owners. The validity of the grant was challenged by the United States government once California became a U.S. territory.

The Mexican Period for the Los Angeles County region ended in early January 1847. Mexican forces fought and lost to combined U.S. Army and Navy forces in the Battle of the San Gabriel River on January 8 and in the Battle of La Mesa on January 9 (Nevin 1978). On January 10, leaders of the pueblo of Los Angeles surrendered peacefully after Mexican General Jose Maria Flores withdrew his forces. Shortly thereafter, newly appointed Mexican Military Commander of California Andrés Pico

surrendered all of Alta California to U.S. Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga (Nevin 1978).

American Period (1848–Present)

The American Period officially began with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which the United States agreed to pay Mexico $15 million for conquered territory including California, Nevada, Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. Settlement of the Los Angeles region increased dramatically in the early American Period.

The discovery of gold in northern California in 1848 led to the California Gold Rush, though the first California gold was previously discovered in Placerita Canyon in 1842 (Guinn 1977; Workman 1935). By 1853, the population of California exceeded 300,000. Thousands of settlers and immigrants continued to immigrate to the state, particularly after the completion of the First Transcontinental Railroad in 1869. The U.S. Congress in 1854 agreed to let San Pedro become an official port of entry. By the 1880s, the railroads had established networks from the port and throughout the county of Los Angeles, resulting in fast and affordable shipment of goods, as well as a means to transport new residents to the booming region (Dumke 1944). New residents included many health-seekers drawn to the area by the fabled Southern California climate in the 1870s–1880s.

Early West Hollywood – Sherman (1890-1925)

The area that became West Hollywood was first developed beginning in the 1890s. Moses H. Sherman, a pioneer in transportation systems, and his brother-in-law, Eli P. Clark, formed the Pasadena and Pacific Railroad to connect Los Angeles with Santa Monica. The railway line crossed what was once known as the Cahuenga Valley, a landscape characterized by marshes, tar pits, and citrus groves. At the base of the Hollywood Hills, the Cahuenga area was recognized as having conditions favorable to agriculture. Unaffected by frost, winter vegetables and lemons were raised successfully there.

Settlement was sparse until the late 1890s, when, in 1896, a water delivery system was introduced to the area. That same year Sherman and Clark built a rail yard and power plant approximately halfway between Los Angeles and Santa Monica, where modern-day Santa Monica and San Vicente boulevards intersect, approximately 0.7 mile from the project site. They also established a small town adjacent to the railyard where residential lots were available for $150, establishing the small, working-class town of Sherman for railroad workers and their families (Guinn 1915, Masters 2011).

Farms and open fields separated Sherman from the neighboring communities of Hollywood and Colegrove. Following the arrival of the motion picture industry in Los Angeles in the late 1910s, Sherman experienced associated growth, primarily due to its convenient location in between Hollywood and Beverly Hills. By the 1920s, development in Los Angeles expanded to meet with the border of Sherman, at which point the town's population boomed. While annexation into the City of Los Angeles was discussed, Sherman remained unincorporated, officially changing its name to West Hollywood in 1925 (Masters 2011).

West Hollywood, Post-1925

The following passage provides background on the growth and development of West Hollywood following 1926; this section is excerpted from the 2016 "City of West Hollywood Commercial Historic Resources Survey Report," prepared for the City of West Hollywood by GPA Consulting, Inc.:

From the time Sherman adopted the name West Hollywood in 1925 until the end of World War II, the up-and-coming town transformed into the home of some of Hollywood's most famous gathering spots. The growth that began in the first half of the 1920s continued during the second half. The western portion of Sunset Boulevard was developed with low-rise commercial buildings in the late 1920s and 1930s. Dubbed the Sunset Strip, this stretch of unincorporated county road became synonymous with Hollywood glamour. Much of the commercial development along Santa Monica Boulevard dates to the late 1920s, as Santa Monica Boulevard became part of Route 66 during this time (the famous highway was created in 1926 and adopted in California in 1928). As a result, automobile-related commercial buildings, including gas stations and car repair facilities, were constructed in increasing numbers along the thoroughfare. The street retained its more working- class character in comparison to the glamour that was taking root on Sunset Boulevard. … By the eve of World War II, the city was largely built out. The development that would take place in the postwar period largely consisted of infill or the reuse or replacement of buildings constructed during earlier decades.

The Growth of the Motion Picture Industry

The motion picture industry had significant impacts on the commercial and industrial development of West Hollywood in the 1920s and 1930s. Neighboring Hollywood was the nucleus of the motion picture industry by the 1920s. One studio, the Pickford-Fairbanks Studio, was located in West Hollywood. It was renamed United Artists in 1927 after producer Samuel Goldwyn, formerly of Metro Goldwyn Mayer (MGM), became a partner. West Hollywood's leading industries in the 1920s and 1930s were film and related industrial production, including the manufacture of motion picture cameras, radios, and building hardware. …

The motion picture industry began to diversify during the 1930s with the advent of "talkies," or films featuring the spoken word. After the success of early sound films, including the most famous example, "The Jazz Singer" (1927), Hollywood quickly moved from silent to sound motion pictures. This effectively ended the careers of numerous silent era stars, while stage stars became more desirable due to their experience with dialogue. The radio and recording industries also took off during this period as American audiences fell in love with sound. This ushered in a period in which artists moved fluidly between film, radio, and recording. Despite the onset of the Great Depression, the entertainment industry helped sustain the economy of both Hollywood and West Hollywood.

The demand for dialogue lured playwrights and novelists from the east coast to Los Angeles. Several writers from the New York's elite Algonquin Round Table literary clique came west to write scripts for sound pictures. Many, including acerbic Dorothy Parker, took up residence in the bungalows of the Garden of Allah.

As the center of the entertainment industry, Hollywood naturally attracted an artistic community, which was drawn by the freedom it encouraged. Members of what is today identified as the LGBTQ community were among those attracted to Hollywood. During a period when being openly gay or lesbian was difficult and even dangerous, members of the LGBTQ community who worked in the entertainment industry were often free to be themselves in private, as long as their sexual orientation or nonconforming gender identity did not interfere with their public image. Los Angeles' reputation as a frontier town with more liberal social standards than the East Coast or Midwest also enticed many who were

part of the LGBTQ community to move West. This reputation lasted into the 1920s, by which time the motion picture industry became its own draw.

Sunset Boulevard, Day and Night

The construction of the buildings at what is now Sunset Plaza attracted further investment; the nearby Chateau Marmont, located over the border in Los Angeles, was constructed in 1929, and the Sunset Tower was built in 1930 (both were constructed as apartments but are now hotels). The same year, property owners lobbied the County Board of Supervisors for zone changes and improvements that could pave the way for Sunset Boulevard's development. Much of the western portion of Sunset Boulevard (today known as the Sunset Strip) was developed during the ensuing decade.

Sunset Plaza was complete by 1934. The complex, designed by architect Charles Selkirk, straddled Sunset Boulevard and housed upscale stores and offices that were populated by decorators, beauty salons, and other high-end retail establishments. Businessmen in the entertainment industry including talent agents, publicists, and business managers began to open offices in small buildings lining Sunset Boulevard. The street was so popular that it became known as "agent alley." Schwab's Pharmacy, located further east on Sunset Boulevard in Los Angeles, opened in 1932, and catered to those who worked at the nearby studios. It soon became a hangout for Hollywood workers as well as stars, due in part to its proximity to the Garden of Allah.

During the 1930s, Sunset Boulevard became the after-dark playground for the Hollywood elite. It was the perfect location between their studios in Hollywood and homes in Beverly Hills. It also became a haven for members of the mob, who were attracted by the area's lack of police oversight. The repeal of Prohibition in 1933 facilitated the growth of Sunset Plaza nightclubs and restaurants. In 1934, Billy Wilkerson, publisher of The Hollywood Reporter, opened Café Trocadero at the former location of Café La Boheme (8610 Sunset Boulevard, demolished). Café Trocadero, which became known as simply the Troc, was immediately popular with those in the entertainment industry. It became so synonymous with Hollywood glamour that director David O. Selznick reserved it for the opening party for "Gone with the Wind."

Wilkerson began his professional career managing a silent movie theater in New Jersey, later moving on to entertainment industry-related jobs in New York City. After the industry newspaper he owned went bankrupt in the 1929 stock market crash, Wilkerson moved to Hollywood. He founded The Hollywood Reporter the next year and became known as an aggressive reporter of the town's film scene. As the Reporter became successful in the mid-1930s, Wilkerson expanded his business interests in the area. He founded a series of nightclubs on Sunset Boulevard in West Hollywood and moved the offices of the Reporter to 6715 Sunset Boulevard in Los Angeles. Wilkerson also opened Restaurant LaRue at 8633 Sunset Boulevard in 1944. Through establishments like LaRue, Wilkerson introduced fine dining to the Sunset Strip. He would go on to open the first hotel-casino in Las Vegas, the Flamingo Hotel, which was later taken over by mobster Benjamin "Bugsy" Siegel. …

The end of Prohibition and the onset of the Great Depression led to a more conservative social and cultural climate in the country and West Hollywood was no exception. In 1935, Barney's Beanery posted a sign stating that it refused to offer service to gays and lesbians. Despite the crackdowns, the LGBTQ community retained a small known presence in West Hollywood. In 1934, former actor William Haines opened an antique shop and interior

design studio on Sunset Boulevard (8720 Sunset Boulevard). Haines turned to interior design after he was blacklisted in the motion picture industry for refusing to marry and conceal his sexuality for the sake of his public image. Although he did not have any formal training in the field, he possessed a keen eye and natural talent for design. His first clients were friends Joan Crawford and Carole Lombard. He went on to design homes for Hollywood's elite and collaborated with well-known architects of the period, including Roland E. Coate and A. Quincy Jones. Adrian, a costume designer for MGM and homosexual, also opened a couturier on Sunset Boulevard next to Café Trocadero in 1938.

There were several lesbian-centric nightclubs on Sunset Boulevard, including Jane Jones' Little Club (8730 Sunset Boulevard), open from 1936 to 1939 when it was raided by the Vice Squad for selling liquor after hours and was shut down, and Café Internationale (8711 Sunset Boulevard). Both featured female singers dressed in tuxedos with tenor voices. Lesbian nightclubs, which were much like other upscale nightclubs on Sunset Boulevard in the prewar period, were largely left alone by sheriff's deputies. Partly because there were so few lesbian-centric nightclubs, they were relatively safe until the mid-1940s when their proliferation led them to be increasingly targeted. During World War II, the United States Navy issued a list of bars and nightclubs that were forbidden to its sailors. On the list were "gay friendly" clubs like Café Internationale. This resulted in a number of them losing their liquor licenses, which forced them out of business. However, a few clubs in West Hollywood managed to escape the same fate. The Flamingo Club opened in 1941 at 1027 N. La Brea Avenue (demolished) and featured drag shows, but for some reason was not on the off-limits list for military personnel. One of the performers at the Flamingo was Carroll Wallace who was billed as "The Most Beautiful Boy in the World."

Postwar West Hollywood 1946-1965

In the post-World War II period, the West Hollywood area became the center of region's creative communities. A burgeoning gallery scene along La Cienega Boulevard in Los Angeles became a nationally recognized destination for modern art. The interior design industry began a gradual ascendency in the southeast corner of the area as well; by the end of the twentieth century, it would be one of the largest concentrations of interior design businesses in the Pacific Rim. As the creative environment thrived, the Sunset Strip began an era of transition. The time of supper clubs came to a close. By the early 1960s, Bus garage storage at site of the Sherman construction was underway on several high-rise hotel and office buildings with sleek Modern designs along Sunset Boulevard. The older commercial buildings became the home of a new youth culture where teenagers clashed with authorities. …

The Decline of the Sunset Strip

The Sunset Strip in the postwar period saw the decline of traditional nightclubs and the rise of the rock music scene. Though turnover was common throughout the Sunset Strip's history, the newer businesses were truly of a different nature by 1965. The first heyday of the Sunset Strip as the destination for restaurants and supper clubs extended over twenty years from 1934 to 1954. Culturally and politically, the area became more conservative during this period. By the 1940s, upscale lesbian bars like the Gypsy Room were replaced with more conventional and traditional restaurants. By the mid-1950s, the Strip declined as an entertainment destination as televisions became widely owned and variety shows featured many of the former club acts. Long dominated by organized crime, the Strip

declined as Las Vegas, another mafia stronghold, drew away business. The second heyday of the Sunset Strip, ushered in by the opening of the Whiskey a Go-Go in 1964, witnessed the rise of a different type of club scene dominated by 1960s and 1970s rock music and youth culture. …

The resurgence of the Sunset Strip began in the early 1960s as high-rise office and hotel building construction slowly replaced one and two-story buildings. In contrast, Santa Monica Boulevard retained a consistently low-rise and less refined character. The Pacific Electric Santa Monica Boulevard Line, that connected downtown Los Angeles to Santa Monica, stopped running in 1954. The tracks were used by the Southern Pacific freight and passenger line and remained in the center of the street until 1972 (the tracks were covered with asphalt, but not completely removed until a street improvement project in the early 2000s). Along Santa Monica Boulevard, the low-rise buildings from pre-World War II periods remained, attracting little attention from developers. Although its reputation may have been tarnished, the name Sunset Boulevard still had prestige and developers seized the opportunity to acquire and demolish the one and two-story buildings of the Sunset Strip at a relatively low cost "to make way for the structures of the sixties." …

A new era of entertainment on the Sunset Strip began when the Whiskey a Go-Go (8901 Sunset Boulevard) opened on January 15, 1964 in a former bank building. Elmer Valentine, an ex-cop from Chicago with mob ties, created what became "one of the most celebrated clubs in the history of rock music." The club was the source of the iconic Go-Go Girl of the 1960s and became an internationally known destination. Valentine named the club after a discothèque in Paris that featured live dancers. To accommodate the tight floor space, Valentine suspended a disc jockey booth from the ceiling. After a female DJ began dancing as she played records between live acts, Valentine added two more suspended cages for dancers. One of the dancers, Joanie Labine, designed what became the official go-go girl costume: fringed dress and white boots. The Whiskey a Go-Go became the first of many trendsetting clubs in the second heyday of the Strip. In the following years, the Sunset Strip was revived as a center of the live music scene, with many existing buildings adapted for a new era of entertainment.

Modern West Hollywood 1966-1984

From 1966 to 1984, West Hollywood was a destination for several diverse groups of people. The interior design industry continued to be an important force in the area through the 1970s and 1980s. Numerous European firms, including Ligne Rosset, opened their only stores in the United States in West Hollywood, demonstrating the supremacy of the area to the design industry in the country. Spearheaded by developers Friedman and Kates, the construction of the Pacific Design Center in 1975 further affirmed the growth and permanence of the design industry in West Hollywood's economy. By the end of the 1980s, "More than 40% of the city's economic activity derived from creative industries such as fashion, food, and the arts." In addition, West Hollywood became one of the centers of the music and art scenes for the youth and counter-culture movements of the 1960s and 1970s. The Sunset Strip became synonymous with youth culture as it evolved from the swinging '60s to the harder rock scenes of the late 1970s and early 1980s. At the same time, Santa Monica Boulevard became a business district catering to the gay and lesbian population as they increasingly asserted their rights to identify publicly as homosexuals. At the end of the period another group, Russian Jewish immigrants, also found a refuge in West Hollywood.

The older population of renters would join with these newer groups to create the new City of West Hollywood in 1984.

4.2.3 Regulatory Setting

This section includes a discussion of the applicable State and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the proposed project.

a. Federal

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 Code of Federal Regulations 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets any one of the following criteria:

- **Criterion A:** Are associated with events that have made a significant contribution to the broad patterns of our history
- **Criterion B:** Are associated with the lives of persons significant in our past
- **Criterion C:** Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- **Criterion D:** Have yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- **Location:** The place where the historic property was constructed or the place where the historic event occurred
- **Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- **Setting:** The physical environment of a historic property
- **Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- **Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time

- **Association:** The direct link between an important historic event or person and a historic property

b. State

California Environmental Quality Act

CEQA requires that a lead agency determine whether a project could have a significant effect on historical resources and tribal cultural resources (Public Resources Code [PRC] Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, as enumerated according to CEQA and quoted below.

Section 15064.5(a)(3) […] Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (PRC, Section 5024.1, Title 14 California Code of Regulations, Section 4852) including the following:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and 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

(4) Has yielded, or may be likely to yield, information important in prehistory or history

Section 15064.5(a)(4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Section 15064.5(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

In addition, if a project can be demonstrated to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it does one or more of the following:

a. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
b. Has a special and particular quality such as being the oldest of its type or the best available example of its type
c. Is directly associated with a scientifically recognized important prehistoric or historic event or person

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion or eligibility for inclusion in the CRHR (CEQA Guidelines Section 15064.5[b][2][A]).

Codes Governing Human Remains

The disposition of human remains is governed by Section 7050.5 of the California Health and Safety Code and PRC Sections 5097.94 and 5097.98 and falls within the jurisdiction of the Native American Heritage Commission (NAHC). If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

Assembly Bill 52

Assembly Bill 52 (AB 52) expanded CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). AB 52 further states when feasible, the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe,” and meets either of the following criteria:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k).
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the

lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments and with respect to the interests and roles of project proponents, it is the intent AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated (because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources).
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, early in the CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision-making body of the lead agency.
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.
8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

Senate Bill 18

Senate Bill 18 (SB 18) of 2004 (California Government Code Section 65352.3) requires local governments to contact, refer plans to and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

Senate Bill 35 and Assembly Bill 168

Enacted on September 29, 2017, Senate Bill 35 (SB 35) (California Government Code Section 65913.41) grants a ministerial approval process that expedites and facilitates construction of affordable housing projects without normal CEQA documentation. However, in May 2021, Assembly Bill 168 (AB 168), an act to amend Sections 65400, 65913.4, and 65941.1 of SB 35, was passed. AB 168 requires a pre-consultation process with Native American Tribes to identify and protect Tribal cultural resources prior to the submission of an SB 35 permit for a housing development.

c. Local

West Hollywood Historic Preservation Element

The Historic Preservation element (Chapter 4) of the West Hollywood General Plan 2035 contains six goals (Goals HP-1 – HP-6), each with several associated policies, geared toward preserving and protecting West Hollywood's historic resources:

HP-1: Expand the base of information on the City's history.

Intent: The City has planned for and made provisions to recognize its history in a West Hollywood Room in the West Hollywood Library. To expand the City's effort in the creation of this special room, the City will develop policies for and obtain documents, maps, photographs, and other materials that are relevant to the City's past. To maintain relevant historical documents on-hand at City Hall and the West Hollywood Room that will serve as reference materials to assist the City in making decisions regarding historic preservation.

HP-1.1 Work with partners to program, curate, and support the West Hollywood Room in the West Hollywood Library and to support the mission to protect and preserve its heritage.

HP-1.2 Develop an archival policy and archive of historic documents associated with West Hollywood to share with the community, educators, and researchers.

HP-1.3 As feasible, maintain an internal resource center containing a collection of relevant historic documents.

HP-2: Continue to identify and evaluate cultural resources.

Intent: To ensure that historically significant properties are identified and evaluated for preservation as cultural resources.

HP-2.1 Continue to revise and update the West Hollywood Historic Resources Survey as needed.

HP-2.2 Continue to seek designation of eligible properties as West Hollywood Cultural Resources and/or Historic Districts.

HP-2.3 As feasible, provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.

HP-3: Protect cultural resources from demolition and inappropriate alterations.

Intent: To recognize the importance of historic properties as valuable cultural resources and to maintain and preserve these properties for future generations.

HP-3.1 Revise and update the Historic Preservation Element of the West Hollywood General Plan on a regular basis.

HP-3.2 Ensure the protection of cultural resources through enforcement of existing codes. 4-10 West Hollywood General Plan 2035

HP-3.3 Continue to coordinate Section 106 (National Historic Preservation Act) procedures with other environmental review procedures.

HP-3.4 Continue to allow for the adaptive reuse of cultural resources.

HP-3.5 Develop post-disaster policies and plans for designated cultural resources to encourage preservation of damaged cultural resources.

HP-3.6 Suspend development activity when archaeological resources are discovered during construction. The project sponsor will be required to retain 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.

HP-3.7 Continue to coordinate 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.

HP-4: Increase the public's awareness of the City's history and cultural resources.

Intent: To provide the public with an understanding of the City's past and to create a sense of pride in the City's cultural resources.

HP-4.1 Continue to educate the public about the history of West Hollywood.

HP-4.2 Continue to memorialize significant people, places, and events in the history of West Hollywood through plaques and public art.

HP-4.3 As feasible, maintain information on cultural resources on the City website.

HP-5: Promote the preservation of cultural resources through maintenance and rehabilitation incentives and technical assistance.

Intent: To create incentives to encourage and assist property owners and developers in preserving historically significant cultural resources.

HP-5.1 As feasible, maintain a resource library that includes technical information on the treatment of historic properties.

HP-5.2 Consider providing relief from some taxes and fees for preservation projects.

HP-5.3 Explore new sources of revenue such as grants and loans that can be used for the maintenance, rehabilitation, or restoration of cultural resources, or operating the City's preservation program.

HP-5.4 As feasible, evaluate City programs for opportunities to underwrite the maintenance, rehabilitation or restoration of cultural resources.

HP-5.5 Consider reevaluating the usefulness of the Transfer of Development Rights Program.

HP-5.6 Consider directing capital improvement funds towards the preservation and enhancement of cultural resources and historic districts. Historic Preservation 4-11

HP-6: Use historic preservation concepts as tools for economic development.

Intent: To utilize the City's cultural resources in a manner that assists the overall economic development of the City.

HP-6.1 Seek opportunities to work with business and professional groups to incorporate cultural resources into their promotions of business and tourism.

HP-6.2 As feasible, incorporate goals and objectives related to cultural resources into public and private plans for economic development.

West Hollywood Municipal Code

The City's Cultural Heritage Preservation Ordinance (Municipal Code Title 19 Article 19-4 Chapter 19.58) authorizes the Historic Preservation Commission to approve a nomination application for and recommend the designation of a cultural resource to the City Council. The Council may designate a cultural resource, or any portion thereof (both interior and exterior), or a historic district by the procedures outlined in the ordinance. An eligible property may be nominated and designated as a cultural resource if it 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 any of the following ways:
    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.
    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

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

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

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.

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

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

The cultural heritage preservation ordinance also provides measures to reduce impacts to cultural resources due to development. As defined in Title 19 Article 19-6 Chapter 19.90, a cultural resource is:

> Any building, structure, portion of a structure, improvement, natural area feature, object, or site, district, or any grouping of structures or improvements which may be of aesthetic, archaeological, architectural, cultural, educational, historic, landscape architectural, or scientific significance to the citizens of the city, state or nation which is, or may be, eligible for designation or which has been designated and determined to be subject to historic preservation in compliance with the provisions of Chapter 19.58. Cultural resources includes all potential and designated resources, and contributing resources in historic districts.

Per Section 19.58.040 of the ordinance, the Historic Preservation Commission (HPC) shall serve as the review authority for all projects involving designated or eligible cultural resources, including applications for certificates of appropriateness. The HPC's recommendations regarding certificates of appropriateness are subject the approval of the City's Planning Commission.

Section 19.58.090 of the ordinance includes regulations for the issuance of a Certificate of Appropriateness for any project that proposes to alter or demolish a designated or potential cultural resource. The purpose of the City's certificate of appropriateness procedures is to protect cultural resources from any development activity that would result in an adverse effect. To achieve this purpose, a certificate of appropriateness is required for the alteration, demolition, or removal of any designated or potential cultural resource by the City, any agent of the City, or a private party. All requirements and findings pertaining to certificates of appropriateness are applicable to both individual resources and contributors to historic districts. Non-contributing resources within historic districts are not reviewed under a certificate of appropriateness requirements, except when a non-contributing property is proposed to be demolished. All other development projects involving a non-contributing property are subject to review by the HPC to ensure that the proposed development would not adversely affect the historic district. The review and approval of a

certificate of appropriateness requires environmental review compliant with the CEQA Guidelines as they relate to historic resources.

As detailed in Section 19.58.100, a Certificate of Appropriateness shall be issued for a proposed alteration if certain conditions are met, including that:

a) The proposed work will neither adversely affect the significant architectural features of the cultural resource nor adversely affect the character or historic, architectural, aesthetic interest, or value of the cultural resource and its site; and
b) The proposed work conforms to the prescriptive standards and design guidelines, if any, prepared by the Historic Preservation Commission for the particular resource, and to the Secretary of the Interior's Standards for Rehabilitation (Standards), and does not adversely affect the character of the cultural resource; and
c) In the case of construction of a new improvement upon a cultural resource property, the use and design of the improvement shall not adversely affect, and shall be compatible with, the use and design of existing cultural resources within the same historic district.

Alterations to a cultural resource that would otherwise be found to be adverse may be considered not adverse when the alteration is:

a) Limited to the rehabilitation or restoration of improvements; and
b) Conducted in a manner that preserves the archaeological, cultural, and historic value of the cultural resource through conformance with the prescriptive standards adopted by the HPC for that cultural resource, cultural resource property, or historic district, and the guidelines of the Secretary of the Interior's Standards for Rehabilitation.

Section 19.58.110 establishes guidelines for the HPC to recommend the issuance of a certificate of appropriateness for a project proposing to demolish a designated or eligible cultural resource. The HPC may recommend a certificate of appropriateness if all the following findings are made:

a) The cultural resource cannot be remodeled, rehabilitated or re-used in a manner which would allow a reasonable use;
b) Denial of the application will diminish the value of the subject property so as to leave substantially no value;
c) The cultural resource cannot be remodeled, rehabilitated, or re-used in a manner that would allow a reasonable rate of return; and
d) The applicant demonstrated that all means involving city-sponsored incentives (e.g., financial assistance, grants, loans, reimbursements, tax abatements, and changes in the Zoning Map or Zoning Ordinance), as well as the possibility of a change of use or adaptive reuse in compliance with Section 19.58.150(E)(5)(b) (Change of Use or Adaptive Reuse), above have been explored to relieve possible economic hardship, and further, that all other means for alleviating economic hardship, including state or federal tax credits, grants to subsidize the preservation of the property, have been exhausted and have failed to alleviate the hardship.

If approval of a certificate of appropriateness will result in the demolition of a cultural resource, the applicant is required to document the resource proposed for demolition in a manner consistent with the standards of the Historic American Building Survey (HABS). The following types of documentation are acceptable: archaeological survey, floor plans, measured drawings,

photographs, or other documentation specified by the HPC. The HPC may also require that a memorialization of the resource be incorporated into the proposed redevelopment of the site. Memorialization may be affected by the creation of a book or pamphlet, photographic display, small museum or exhibit, reuse of original fixtures, and/or other methods not specified in the ordinance.

4.2.4 Impact Analysis

a. Significance Thresholds

If a project may cause a substantial adverse change in the characteristics of a resource that convey its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means, then the project would have a significant effect on the environment (CEQA Guidelines Section 15064.5[b]). Impacts would be significant if the project would:

1. Cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
3. Disturb any human remains, including those interred outside of formal cemeteries

Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation. Removal, demolition, or alteration of historical resources can permanently impact the historic fabric of an archaeological site, structure, or historic district.

The State Legislature, in enacting the CRHR, amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse. 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 significant effect on the environment (CEQA Guidelines Section 150645[b]). A substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CEQA Guidelines Section 150645[b][1]).

The CEQA Guidelines further state that "[t]he significance of an historical resource is materially impaired when a project… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in the California Register … local register of historic resources… or its identification in an historic resources survey." As such, the test for determining whether or not the project will have a significant impact on identified historic resources is whether it will materially impair physical integrity of the historic resource such that it could no longer be listed in the CRHR or a local landmark program.

In addition, an impact to Tribal Cultural Resources from the proposed project would be significant if the project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
   a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
   b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

b. Project Impacts and Mitigation

Threshold:	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Impact CUL-1 DEVELOPMENT ACCOMMODATED BY THE HOUSING ELEMENT UPDATE COULD ADVERSELY AFFECT KNOWN AND PREVIOUSLY UNIDENTIFIED HISTORIC-PERIOD RESOURCES. IMPACTS TO HISTORIC-PERIOD RESOURCES WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Reasonably foreseeable development facilitated by the Housing Element Update would have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource, which, as defined below, would include the demolition or substantial alteration of a resource such that it would no longer be able to convey its significance. Historical resources include properties eligible for listing in the NRHP or CRHR or as a local historic resource or landmark. Pursuant to PRC Section 15064.5, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

To identify known historical resources located within the project area, which is limited to the properties identified in the Housing Element Site Inventory, the background research for this study included a review of the NRHP, CRHR, the California Office of Historic Preservation Built Environment Resource Directory, the City's listings of designated and previously evaluated resources, and three previous cultural resources inventories conducted in the city of West Hollywood: the *City of West Hollywood Historic Resources Survey 1986-1987*, *City of West Hollywood R2, R3, R4 Multi-Family Survey Report* (2008), *City of West Hollywood Commercial Historic Resources Survey* (2016). The review identified six properties within the City's Site Inventory which contain individual historical resources which are listed in, or eligible for, the NRHP, CRHR, and City of West Hollywood Historic Inventory.

In addition, background research for this study also identified 10 historic districts and thematic groupings in West Hollywood listed in, or recommended eligible for, the NRHP, CRHR, or City of West Hollywood Register. Of these, three contain portions of the project area. Recorded in 1987 by the City of West Hollywood, the Sunset Strip District comprises both sides of Sunset Boulevard roughly from the east side of Sherbourne Drive to the West Hollywood-Beverly Hills boundary. A resource evaluation for the district indicates the district was recommended eligible for local designation; however, it is not designated at the local, state, or national level. The district record has

not been updated since 1987 and the district was not identified in the 2016 inventory of commercial and non-residential properties; it is therefore not known whether the district would still qualify as a historical resource. Three project sites are situated within the district boundaries. One is a contributing property (8866 Sunset Boulevard, APN 4339-017-001). The other two are likely non-contributing properties, though available documentation did not definitively confirm their status. They include a property currently developed as a parking lot (8775 Sunset Boulevard, APN 5559-003-900 and 5559-003-900) and a commercial building constructed in 1956 (9034 Sunset Boulevard, APN 4340-026-024).

Another historic district containing a project site is the Sunset Plaza Historic District. Recorded by the City in 1987 and 2016, the district occupies both sides of Sunset Boulevard encompassing all or portions of the 8500, 8600, and 8700 blocks of Sunset Boulevard. The project site in the district is a single parcel APN 5559-002-016. Within the parcel there are five addresses identified as district contributors: 8600-08, 8610, 8630-60, 8710, 8720 W Sunset Boulevard.

Additionally, the Old Sherman Thematic Grouping, designated locally in 1999, includes one contributing property that is also a project site, 8811 Santa Monica Boulevard (APN 4339-012-020).

A review parcel data for the properties comprising the Site Inventory found an additional 130 properties which have not been subject to previous historical resources evaluation, but which currently meet the 45 year age threshold generally triggering the need for evaluation. An additional six properties will become 45 years age during the eight-year planning period of the Housing Element Update. Pending further analysis there is potential for these previously unevaluated properties to qualify as historical resources pursuant to CEQA. For the purposes of this study, these properties are considered potential historical resources. All known and potential individual historical resources located within the project area are listed below in Table 4.2-1.

Table 4.2-1 Inventory Sites Containing Historical Resources and Properties Containing Buildings Which Are or Will Become 45 Years of Age

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
521 N. Alfred Street	5528-018-047	N/A	Pre-1947	Opportunity; Under-utilized	N/A
8811 Beverly Boulevard	4336-018-015	N/A	1952	Under-utilized	N/A
8816 Beverly Boulevard	4334-001-001	N/A	1931	Under-utilized	N/A
8823 Beverly Boulevard	4336-018-016	N/A	1938	Under-utilized	N/A
8833 Beverly Boulevard	4336-018-018	N/A	1953	Under-utilized	N/A
8844 Beverly Boulevard	4335-001-001; 4335-001-003	N/A	1947/1967	Under-utilized	N/A
8847 Beverly Boulevard	4336-018-019	N/A	1938	Under-utilized	N/A
8850 Beverly Boulevard	4335-001-030	N/A	1959	Under-utilized	N/A
8927 Beverly Boulevard	4336-019-034	N/A	1931	Under-utilized	N/A

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
8933 Beverly Boulevard	4336-019-023	N/A	1946	Under-utilized	N/A
8950 Beverly Boulevard	4335-003-027	N/A	1954	Pending project	N/A
8955 Beverly Boulevard	4336-019-036	N/A	1958	Under-utilized	N/A
9000 Beverly Boulevard	4335-004-029	N/A	1952	Under-utilized	N/A
9012 Beverly Boulevard	4335-004-001	N/A	1927	Under-utilized	N/A
9018 Beverly Boulevard	4335-004-002	N/A	1925	Under-utilized	N/A
9040 Beverly Boulevard	4335-005-025	N/A	1975	Under-utilized	N/A
1114 N. Crescent Heights Boulevard	5554-014-013	N/A	1940; 1953	Under-utilized	N/A
1305-17 N. Crescent Heights Boulevard	5554-008-015	N/A	1968	Pending project	N/A
8970 Cynthia Street	4340-021-028	N/A	1918	Pending project	N/A
1048 N. Curson Avenue	5530-018-006	N/A	1921	Approved project	N/A
732 N. Doheny Drive	4340-014-003	N/A	1922	Pending project	N/A
804 N. Doheny Drive	4340-018-026	N/A	1925	Pending project	N/A
9031 Dorrington Avenue	4336-023-023	N/A	1924	Approved project	N/A
900 N. Fairfax Avenue	5530-027-006	N/A	1976	Approved project	N/A
1282 N. Fairfax Avenue/7870 W. Fountain Avenue	5530-001-001	Crescent Heights Methodist Church	1924	Pending project	5S1/5S2
1301 N. Fairfax Avenue	5554-002-010	N/A	1922	Pending project	N/A
536 N Flores Street	5528-004-036	N/A	1925	Approved project	N/A
540 N. Flores Street	5528-004-035	N/A	1925	Under-utilized	N/A
1108 N. Flores Street	5554-021-126	N/A	1922	City-owned	N/A
1111 N. Formosa Avenue	5531-007-022	N/A	1962	Under-utilized	N/A
1117 N. Formosa Avenue	5531-007-023	N/A	1974	Under-utilized	N/A
1049 N. Fuller Ave.	5531-021-024; 5531-021-021	N/A	1993; 1956	Under-utilized	N/A
1005 N. Genesee Avenue	5530-014-019	N/A	1926	Approved project	N/A
955 Hancock Avenue	4339-010-067	N/A	1910	Approved project	N/A

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
8505 Holloway Dr./1107-1111 N. La Cienega Boulevard	5555-005-006; 5555-005-007; 5555-005-008	N/A	1967	Under-utilized	N/A
8517 Holloway Drive	5555-005-009	N/A	1940	Under-utilized	N/A
1147 Horn Avenue	5560-022-023	N/A	1954	Pending project	N/A
652 Huntley Drive	4337-011-033	N/A	1924	Pending project	N/A
522 N. La Cienega Boulevard	5528-018-039	N/A	1934	Pending project	N/A
624 N La. Cienega Boulevard	5528-017-070	N/A	1973	Pending project	N/A
1130 N. La Brea Avenue	5531-013-024	N/A	1968	Under-utilized	N/A
1136 N. La Brea Avenue	5531-013-006	N/A	1958	Under-utilized	N/A
1140 N. La Brea Avenue	5531-013-005	N/A	1916	Under-utilized	N/A
1146 N. La Brea Avenue	5531-013-002	N/A	1920	Under-utilized	N/A
1150 N. La Brea Avenue	5531-013-001	N/A	1929	Under-utilized	N/A
1201 N. La Brea Avenue	5531-011-001	N/A	1927	Under-utilized	N/A
1257 N. La Brea Avenue	5531-011-030	N/A	1930	Under-utilized	N/A
1105 N. Laurel Avenue	5554-014-008	N/A	1922	Under-utilized	5S3
7068 Lexington Avenue	5531-013-026	N/A	1951	Under-utilized	N/A
1041 N. Martel Avenue	5531-022-019	N/A	1924	Pending project	N/A
1045 N. Martel Avenue	5531-022-018	N/A	1923	Pending project	N/A
1049 N. Martel Avenue	5531-022-017	N/A	1924	Pending project	N/A
901 N. Ogden Drive	5530-026-009	N/A	1939	Pending project	N/A
1032 N. Ogden Drive	5530-014-011	N/A	1919	Pending project	N/A
1102 N. Ogden Drive	5530-003-022	N/A	1922	Under-utilized	N/A
1154 N. Ogden Dive.	5530-003-014	N/A	1920	Pending project	N/A
1223 N. Ogden Drive	5530-002-036	N/A	1923	Pending project	N/A
1019 N. Orange Grove Avenue	5530-012-019	N/A	1924	Approved project	N/A
1150 N. Orange Grove Avenue	5530-002-015	N/A	1920	Pending project	N/A
803 Palm Avenue	4339-012-022	N/A	1923	Under-utilized	N/A
301 N. Robertson Boulevard	4336-018-014	N/A	1954	Under-utilized	N/A

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
7171 Romaine Street	5531-017-804	N/A	ca. 1970	Opportunity; Under-utilized	N/A
417 San Vicente Boulevard	4337-021-069	N/A	1979	Under-utilized	N/A
720 San Vicente Boulevard	4337-017-900; 4337-017-904	N/A	ca. 1975	Opportunity; Under-utilized	N/A
7201 Santa Monica Boulevard	5531-007-020	N/A	1923	Under-utilized	5S3
7207 Santa Monica Boulevard	5531-007-021	N/A	1924	Under-utilized	5S3
7215 Santa Monica Boulevard	5531-007-054	N/A	1924	Under-utilized	N/A
7231 Santa Monica Boulevard	5531-006-019	N/A	1946	Under-utilized	N/A
7235 Santa Monica Boulevard	5531-006-020	N/A	1980	Under-utilized	N/A
7243 Santa Monica Boulevard	5531-006-021	N/A	1922	Under-utilized	N/A
7265 Santa Monica Boulevard	5531-005-027	N/A	1954	Under-utilized	N/A
7273 Santa Monica Boulevard	5531-005-028	N/A	1923	Under-utilized	N/A
7273 Santa Monica Boulevard	5531-005-029	N/A	1946	Under-utilized	N/A
7317 Santa Monica Boulevard	5531-004-051	N/A	1941	Under-utilized	N/A
7321 Santa Monica Boulevard	5531-004-049	N/A	1941; 1958	Under-utilized	N/A
7335 Santa Monica Boulevard	5531-004-024	N/A	1929	Under-utilized	N/A
7385 Santa Monica Boulevard	5531-003-034	N/A	1982	Under-utilized	N/A
7415 Santa Monica Boulevard	5531-002-023	N/A	1940	Under-utilized	N/A
7473 Santa Monica Boulevard	5531-002-001	N/A	1971	Under-utilized	N/A
7722 Santa Monica Blvd.	5530-015-009	N/A	1920; 1920; 1930	Under-utilized	N/A
7728 Santa Monica Boulevard	5530-015-008	Monica Theater/Pussycat Theater/Tomkat Theater	ca. 1945	Under-utilized	5S3
7740 Santa Monica Boulevard	5530-015-006	N/A	1921	Under-utilized	N/A
7742 Santa Monica Boulevard	5530-015-005	N/A	1924	Under-utilized	N/A

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
7744 Santa Monica Boulevard	5530-015-004	N/A	1923	Under-utilized	N/A
7746 Santa Monica Boulevard	5530-015-003	N/A	1923	Under-utilized	N/A
7748 Santa Monica Boulevard	5530-015-002	N/A	1923; 1924	Under-utilized	N/A
7750 Santa Monica Boulevard	5530-015-001	N/A	1920; 1923	Under-utilized	N/A
7755 Santa Monica Boulevard	5530-003-052	N/A	1973	Under-utilized	N/A
7756 Santa Monica Boulevard	5530-014-006	N/A	1923	Under-utilized	N/A
7760 Santa Monica Boulevard	5530-014-005	N/A	1935	Under-utilized	N/A
7761 Santa Monica Boulevard	5530-003-049	N/A	1924	Under-utilized	N/A
7764 Santa Monica Boulevard	5530-014-004	N/A	1940	Under-utilized	N/A
7767 Santa Monica Boulevard	5530-003-024	N/A	1924	Under-utilized	N/A
7768 Santa Monica Boulevard	5530-014-003	N/A	1923	Under-utilized	N/A
7771 Santa Monica Boulevard	5530-003-023	N/A	1922	Under-utilized	N/A
7772 Santa Monica Boulevard	5530-014-002	N/A	1921	Under-utilized	N/A
7800 Santa Monica Boulevard	5530-013-031	N/A	1982	Under-utilized	N/A
7811 Santa Monica Boulevard	5530-002-067	N/A	1924	Pending project	N/A
7814 Santa Monica Boulevard	5530-013-006	N/A	1924	Under-utilized	N/A
7820 Santa Monica Boulevard	5530-013-005	N/A	1921	Under-utilized	N/A
7828 Santa Monica Boulevard	5530-013-004	N/A	1948	Under-utilized	N/A
7832 Santa Monica Boulevard	5530-013-003	N/A	1954	Under-utilized	N/A
7836 Santa Monica Boulevard	5530-013-001	N/A	1918	Under-utilized	N/A
7854 Santa Monica Boulevard	5530-012-004	N/A	1922	Under-utilized	N/A
7868 Santa Monica Boulevard	5530-012-003	N/A	1970	Under-utilized	N/A
7870 Santa Monica Boulevard	5530-012-025	N/A	1968	Under-utilized	N/A

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
7925 Santa Monica Boulevard	0554-013-011	N/A	1959	Under-utilized	N/A
7929 Santa Monica Boulevard	0554-013-012	N/A	1912; 1950	Under-utilized	N/A
7935 Santa Monica Boulevard	0554-013-013	N/A	1923	Under-utilized	N/A
7950 Santa Monica Boulevard	5529-014-047	N/A	1975	Under-utilized	N/A
7960 Santa Monica Boulevard	5529-014-035	N/A	Ca. 1960	Under-utilized	N/A
8009 Santa Monica Boulevard	5554-014-009	N/A	1964	Under-utilized	N/A
8020 Santa Monica Boulevard	5529-024-026	N/A	1977	Under-utilized	N/A
8032 Santa Monica Boulevard	5529-024-003	N/A	1924	Under-utilized	N/A
8036 Santa Monica Boulevard	5529-024-002	N/A	1924	Under-utilized	N/A
8042 Santa Monica Boulevard	5529-024-001	N/A	1923	Under-utilized	N/A
8301 Santa Monica Boulevard	5554-021-023	N/A	1922	City-owned	N/A
8315 Santa Monica Boulevard	5554-021-022	N/A	1923	City-owned	N/A
8325 Santa Monica Boulevard	5554-021-900	N/A	pre-1947	Pending project	N/A
8327 Santa Monica Boulevard	5554-021-009	N/A	1927	Pending project	N/A
8445 Santa Monica Boulevard	5555-003-029	N/A	1942	Pending project	N/A
8531 Santa Monica Boulevard	4339-005-013	N/A	1925	Pending Project	N/A
8543 Santa Monica Boulevard	4339-005-025	N/A	1940; 1972	Pending project	N/A
8787 Santa Monica Boulevard	4339-010-032	N/A	1964	Under-utilized	N/A
8800 Santa Monica Boulevard	4337-017-903	N/A	Ca. 1975	Opportunity	N/A
8809 Santa Monica Boulevard	4339-012-021	N/A	1923	Under-utilized	N/A
9001 Santa Monica Boulevard / 711 Ramage Street	4340-011-024	N/A	1924; 1946; 1968	Pending project	N/A
400 N. Sherbourne Drive	4337-021-030	N/A	1926/1969	Under-utilized	N/A
8760 Shoreham Drive	5559-003-033	N/A	1938	Pending project	N/A

Address	APN	Resource Name	Date(s) of Construction	Site Type	Eligibility Status
1051 N. Spaulding Avenue	5530-015-031	N/A	1940	Pending project	N/A
8228 W. Sunset Boulevard	5554-018-020	N/A	1927	Pending project	N/A
8616-26 W. Sunset Boulevard	5559-002-016	N/A	ca. 1935	Opportunity; Under-utilized	5S2
8850 W. Sunset Boulevard	4339-017-001	N/A	1921	Pending project	N/A
9034 W. Sunset Boulevard	4340-026-024	N/A	1956	Pending project	N/A
515 N. Sweetzer Avenue	5528-004-046	N/A	1928	Pending project	N/A
533 N. Sweetzer Avenue	5528-004-050	N/A	1928	Under-utilized	N/A
537 N. Sweetzer Avenue	5528-004-051	N/A	1925	Under-utilized	N/A
623 N. Sweetzer Avenue	5528-015-043	N/A	1933	Pending project	N/A
8532 N. West Knoll Drive	4339-005-012	N/A	1924	Pending Project	N/A
8538 N. West Knoll Drive	4339-005-011	N/A	1923	Pending Project	N/A
8546 N. West Knoll Drive	4339-005-010	N/A	1923	Pending Project	N/A
8552 N. West Knoll Drive	4339-005-009	N/A	1924	Pending Project	N/A
8615 N. West Knoll Drive	4339-008-018	N/A	1928	Pending project	N/A
823 Westbourne Drive	4337-013-007	N/A	1924	Pending project	N/A
435 Westmount Dive.	4337-012-059	N/A	1927	Approved project	N/A
148 Wetherly Drive	4335-004-005	N/A	1979	Under-utilized	N/A
152 Wetherly Drive	4335-004-004	N/A	1926	Under-utilized	N/A
8328 Willoughby Avenue	5529-004-016	N/A	1925	Opportunity; Under-utilized	N/A

Sources: NRHP, CRHR, OHP Built Environment Resource Directory; *City of West Hollywood Historic Resources Survey 1986-1987*, *City of West Hollywood R2, R3, R4 Multi-Family Survey Report* (2008), *City of West Hollywood Commercial Historic Resources Survey* (2016); City of West Hollywood web site.

Background research for this study also identified 10 historic districts and thematic groupings in West Hollywood listed in, or recommended eligible for, the NRHP, CRHR, or City of West Hollywood Register. Of these, three contain portions of the project area. Recorded in 1987 by the City of West Hollywood, the Sunset Strip District comprises both sides of Sunset Boulevard roughly from the east side of Sherbourne Drive to the West Hollywood-Beverly Hills boundary. A resource evaluation for the district indicates the district was recommended eligible for local designation; however, it is not designated at the local, State, or national level. The district record has not been updated since 1987

and the district was not identified in the 2016 inventory of commercial and non-residential properties; it is therefore not known whether the district would still qualify as a historical resource. Three project sites are situated within the district boundaries. One is a contributing property (8866 Sunset Boulevard, APN 4339-017-001). The other two are likely non-contributing properties, though available documentation did not definitively confirm their status. They include a property currently developed as a parking lot (8775 Sunset Boulevard, APN 5559-003-900 and 5559-003-900) and a commercial building constructed in 1956 (9034 Sunset Boulevard, APN 4340-026-024).

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CEQA and local regulations do not specify an age threshold for historical resources. However, guidance from the State of California OHP recommends that "sufficient time"—typically 50 years—"must have passed to obtain a scholarly perspective" necessary to evaluate the significance of the historical events with which a property is associated. A threshold of 45 years is recommended because there is often "a five-year lag between resource identification and the date that planning decisions are made." As such these sites may contain yet-unidentified historical resources.

Reasonably foreseeable development facilitated by the project could impact historical resources at these sites through demolition, construction, and reconstruction activities associated with the project. The City of West Hollywood has adopted regulations to minimize impacts to historical resources, which would apply to future development facilitated by the project. As described above in Section 4.2.3, *Regulatory Setting*, certain provisions of the City's cultural heritage preservation ordinance provide procedures for the local designation of historical resources and mitigation of development-related impacts to eligible and designated historical resources, including both individual resources and historic districts. In most cases, the mitigation of impacts to historical resources would be carried out through the existing procedures for the issuance of a certificate of appropriateness. These regulations are intended reduce impacts by ensuring that rehabilitation or other alterations are executed consistent with the Standards, that a property approved for demolition is documented in a manner consistent with HABS requirements, or that new development on a property occupied by a non-contributor to a historic district does not diminish the historic character of the district.

Projects involving a non-contributing property in a historic district that would not demolish the property are not subject to review under a certificate of appropriateness. However, any such project is subject to the review of the HPC to ensure the project's design would not diminish the historic character of the district.

The City's regulations would mitigate impacts to known historical resources to the maximum extent feasible; however, mitigation is needed to identify potential historical resources which have not yet been subject to evaluation. For development projects involving a property 45 years of age or older that has not previously been listed, or recommended eligible for listing, on the NRHP, CRHR, or West Hollywood Register, Mitigation Measure CUL-1 would ensure a historical resource evaluation is completed to determine whether the property would qualify as a historical resource. If a historical resource evaluation finds a property eligible for listing on the listing on the NRHP, CRHR, or West Hollywood Register, it would be subject to the procedures regulating the issuance of a certificate of

approval. As described above, although these procedures may mitigate impacts to the maximum extend feasible; however, they would in some cases allow for the demolition of a resource or other alterations that materially impair the features that convey its historical significance. Impacts to historical resources would therefore be potentially significant.

Mitigation Measures

CUL-1 Historical Resources Built Environment Assessment

Prior to approval of specific projects, the City shall determine if there are designed built environment features which are over 45 years of age proposed to be altered or demolished. If historical-age features are present, a historical resources assessment shall be performed by an architectural historian or historian who meets the National Park Service Professional Qualification Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct and an intensive-level survey in accordance with the California Office of Historic Preservation guidelines. All evaluated properties shall be evaluated within their historic context and documented in a technical memorandum with Department of Parks and Recreation Series 523 Forms. Should evaluated properties be determined ineligible for historical resources qualification, the report will be submitted to the City for review and approval. Should a property be found to qualify as a historical resource, the project shall be subject to the City's regulations for the issuance of a certificate of appropriateness pursuant to Chapter 19.58 of the West Hollywood Municipal Code.

Significance After Mitigation

Mitigation Measure CUL-1 would ensure a historical resource evaluation is conducted for sites developed under the proposed project to determine whether a site contains a historical resource eligible for the NRHP, CRHR, or local listing. In combination with existing City of Hollywood regulations, Mitigation Measure CUL-1 would reduce impacts to historical resources to the maximum extent feasible. However, because Mitigation Measure CUL-1 and existing City of Hollywood regulations would not, in all cases prevent the alteration, removal, or demolition of a historical resource, impacts would be significant and unavoidable.

Threshold:	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact CUL-2 DEVELOPMENT ACCOMMODATED BY THE HOUSING ELEMENT UPDATE COULD ADVERSELY AFFECT IDENTIFIED AND PREVIOUSLY UNIDENTIFIED PREHISTORIC CULTURAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES CUL-2A AND CUL-2B.

Although the City does not maintain an inventory of archaeological sites and the California Historical Resources Information System was not consulted for this analysis, it is understood that archaeological sites are present in West Hollywood and the surrounding areas. Therefore, the potential to encounter unidentified resources in the City and on residential opportunity sites noted in the Housing Element Update properties is considered moderate. Undeveloped properties in the Housing Element Update inventory have a higher probability of containing previously unidentified archaeological resources given the probable lack of previous ground-disturbing activities on those properties. However, ground-disturbance into native soils on any Housing Element Update property could contain previously unknown prehistoric or historic-period resources.

The Housing Element Update would prioritize the development of new housing within areas that have previously been developed and disturbed. Therefore, it is likely that on future development sites under the proposed project prior grading, construction, and modern use of the sites would have either removed or destroyed archaeological resources within surficial soils. Nonetheless, there is the potential for archaeological resources to exist below the ground surface throughout the city, which could be disturbed by grading and excavation activities associated with new housing development. Therefore, individual development projects under the proposed project that would involve ground disturbance activities would have the potential to damage or destroy archaeological resources, especially if they occur below the existing road base or in less disturbed sediments. Consequently, impacts would be potentially significant and mitigation would be required for projects involving ground disturbance activities that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading.

Mitigation Measures

CUL-2a Archaeological Resources Assessment

Prior to approval of any individual development projects under the Housing Element Update that will involve ground disturbance activities that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. Assessments shall include a CHRIS records search at the NWIC and of the Sacred Lands File Search maintained by the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the project site. A Phase I pedestrian survey shall be undertaken in proposed project areas that are undeveloped to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able to classify the project area as having high, medium, or low sensitivity for archaeological resources.

If the Phase I archaeological survey identifies resources that may be affected by the project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to less than significant by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist.

CUL-2b Unanticipated Discoveries

If cultural resources are encountered during ground-disturbing activities associated with individual development projects under the Housing Element Update, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology in either prehistoric or historic archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a

treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as excavating the cultural deposit to fully characterize its extent, and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures.

Significance After Mitigation

Mitigation Measures CUL-2a and CUL-2b would reduce potential impacts to a less than significant level by requiring the identification and evaluation of any archaeological resources that may be present prior to project construction and by providing steps for the evaluation and protection of unanticipated finds encountered during construction.

Threshold:	Would the project disturb any human remains, including those interred outside of formal cemeteries?

Impact CUL-3 Ground-disturbing activities associated with development under the Housing element update could result in damage to or destruction of human burials. Impacts would be less than significant through adherence to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

Human burials outside of formal cemeteries can occur in prehistoric archaeological contexts. While no known burial sites have been identified in the city, excavations during construction activities could have the potential to disturb these resources, which could include Native American burial sites. Although it is unlikely that human remains are present, all Housing Element Update properties have at least the possibility of containing previously unidentified human remains.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in PRC Section 5097. The California Health and Safety Code (Section 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protect them from disturbance, vandalism, or destruction. They also include established procedures to be implemented if Native American skeletal remains are discovered. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes.

All development projects are subject to State of California Health and Safety Code Section 7050.5 which states that, if human remains are unearthed, no further disturbance can occur until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to the PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access. With adherence to these existing regulations impacts to human remains would be less than significant. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

Threshold:	Would the project cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
Threshold:	Would the project cause a substantial adverse change in the significance of a Tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Impact CUL-4 DEVELOPMENT ACCOMMODATED BY THE HOUSING ELEMENT UPDATE COULD ADVERSELY AFFECT IMPACT TRIBAL CULTURAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT THROUGH CONSULTATION CONDUCTED PURSUANT TO THE REQUIREMENTS OF AB 52.

Ground-disturbing activities associated with individual development projects under the Housing Element Update could expose previously unidentified subsurface archaeological resources that may qualify as Tribal Cultural Resources and could be adversely affected by the project construction. Given the highly developed nature of most Housing Element Update and rezone properties, the likelihood of encountering intact cultural or Tribal Cultural Resources is low to moderate.

As part of its Tribal Cultural Resource identification process under AB 52 and SB18, the City of West Hollywood sent letters via certified mail to seven Native American Tribes that had previously requested to be informed through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the Tribes. To date, the City has not received any responses for additional consultation under AB 52 or SB 18. The City of West Hollywood also requested a review of the Sacred Land File (SLF) by the NAHC and received a response on October 12, 2021 that the search of the SLF was negative.

The proposed project is part of a high-level planning document. It remains a possibility that Tribal cultural resources may be present within geographic areas affiliated with Tribal organizations. Adherence to the requirements of AB 52 would require Tribal consultation with local California Native American Tribes prior to implementation of any project activities which are subject to CEQA. In compliance with AB 52, a determination of whether project-specific substantial adverse effects on Tribal cultural resources would occur along with identification of appropriate project-specific avoidance, minimization, or mitigation measures would be required. Due to the programmatic nature of the proposed project and the lack of identified project sites, it is not possible to fully determine impacts, however no Tribal Cultural Resources were identified during consultation and no resources eligible for the California Register of Historical Resources or local register were identified as being impacted by the proposed project. Any future project implementation would require project-specific Tribal Cultural Resource identification and consultation, and the appropriate avoidance, minimization, or mitigation would be incorporated.

AB 52 consultation, thus far, did not identify Tribal Cultural Resources in the project area as part of this analysis. The proposed project would have a less than significant impact to Tribal Cultural Resources, as project-specific Tribal cultural resource consultation will occur when specific projects are implemented, and consultation conducted pursuant to the requirements of AB 52.

4.2.5 Cumulative Impacts

Cumulative development under the West Hollywood 2035 Housing Element Update could potentially disturb areas that may contain archaeological and Tribal cultural resources. While there is the potential for significant cumulative impacts to archaeological and Tribal cultural resources, it is anticipated that potential impacts associated with individual development projects would be addressed on a case-by-case basis and would be subject to City policies and local and State regulations regarding the protection of such resources. With compliance with existing policies and regulations, future development in the city and region would be required to avoid or mitigate the loss of these resources. The proposed project's impacts can be reduced to below a level of significance with the standard conditions of approval (including City policies and local and State regulations) described above. Therefore, significant cumulative impacts to archaeological and Tribal cultural resources would not occur.

Development under the Housing Element update could cause the alteration, removal, or demolition of built-environment historical resources. Although Mitigation Measure CUL-1 and existing City regulations would be required to reduce impacts to these resources to the maximum extent feasible, development facilitated by the Housing Element Update could nonetheless cause the destruction of built-environment historical resources, leading to impacts that could not be mitigated. As such, impacts to built-environment historical resources would be potentially significant. Given the relatively large number of potential development sites, cumulative impacts would be considerable.

4.3 Greenhouse Gas Emissions

This section of the EIR identifies and evaluates issues related to greenhouse gas (GHG) emissions and climate change in the context of the Housing Element Update. It describes the physical and regulatory setting, the criteria used to evaluate the significance of potential impacts, the methods used to evaluate these impacts, and the results of the impact analysis.

4.3.1 Setting

a. Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record, which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The United Nations Intergovernmental Panel on Climate Change (IPCC) expressed a high degree of confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are usually by-products of fossil fuel combustion, and CH_4 results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (U.S. Environmental Protection Agency [USEPA] 2020).

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of GHG emitted multiplied by its GWP. Carbon

dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (IPCC 2021).[1]

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 33 degrees Celsius (°C) cooler (World Meteorological Organization 2020). However, since 1750, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity (Forster et al. 2007). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

b. Greenhouse Gas Emissions Inventory

Global Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 49,000 million metric tons (MMT) of CO_2e in 2010 (IPCC 2014). Carbon dioxide emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, CO_2 was the most abundant, accounting for over 75 percent of total 2010 emissions. Methane emissions accounted for 16 percent, while N_2O and fluorinated gases accounted for 6 percent and 2 percent respectively (IPCC 2014).

United States Emissions Inventory

Total United States (U.S.) GHG emissions were 6,558 MMT of CO_2e in 2019. Emissions decreased by 1.7 percent from 2018 to 2019; since 1990, total U.S. emissions have increased by an average annual rate of 0.06 percent for a total increase of 1.8 percent between 1990 and 2019. The decrease from 2018 to 2019 reflects the combined influences of several long-term trends, including population changes, economic growth, energy market shifts, technological changes such as improvements in energy efficiency, and decrease carbon intensity of energy fuel choices. In 2019, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of nationwide GHG emissions while the commercial and residential end-use sectors accounted for 16 percent and 15 percent of nationwide GHG emissions, respectively, with electricity emissions distributed among the various sectors (USEPA 2021).

California Emissions Inventory

Based on the California Air Resource Board's (CARB) California Greenhouse Gas Inventory for 2000-2019, California produced 418.2 MMT of CO_2e in 2019. The major source of GHG emissions in California is the transportation sector, which comprises 40 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 21 percent of the state's GHG emissions while electric power accounts for approximately 14 percent (CARB 2021a). The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate, which reduces energy consumption for heating and cooling as compared to other states with more extreme weather

[1] The IPCC's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, modeling of GHG emissions was completed using the California Emissions Estimator Model version 2020.4.0, which uses a GWP of 25 for methane, consistent with the IPCC's (2007) *Fourth Assessment Report*.

variations. In 2016, through implementation of stringent GHG emission reduction policies (see further discussion in Section 4.6.2, *Regulatory Setting*), the State of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MMT of CO_2e (CARB 2021a). The annual 2030 statewide target emissions level is 260 MMT of CO_2e (CARB 2017).

c. Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) from 2011 to 2020 was approximately 0.82°C higher than the average GMST for the 20th century (National Oceanic and Atmospheric Administration 2020). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations jointly indicate that LSAT and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014 and 2018).

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). In addition to Statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally-specific climate change case studies (State of California 2018). However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.5 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century. Since 1896, the top five warmest years in the Los Angeles region (in terms of annual average temperature) have all occurred since 2012 (State of California 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain (see Section 4.1, *Air Quality*, for a discussion of the health and environmental effects of ozone pollution). In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains. In southern California, the average size of summertime non-Santa Ana based fires has significantly increased from 1,129 hectares in the 1960s to 2,121 hectares in the 2000s (State of California 2018). If higher

temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains could tend to temporarily clear the air of particulate pollution, which would effectively reduce the number of large wildfires and thereby ameliorate the pollution associated with them (California Natural Resources Agency 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring-based reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). This trend of increased dry and wet extremes is expected to increase in the future across most of the Los Angeles region (State of California 2018). The uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts (State of California 2018). The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the proportion of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding. The number of atmospheric rivers (regions of high-water vapor transport from the tropics to the Pacific Coast that produce intense topographic-induced precipitation along southern California mountain ranges) is expected to increase in the future, resulting in an extended flood hazard season (State of California 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from coastal flooding. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.6 millimeters per year, more than double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2021). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise of 0.25 to 0.94 meter by 2100 (IPCC 2018). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California’s water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). Furthermore, increased storm intensity and frequency

could affect the ability of flood-control facilities, including levees, to handle storm events. In the Los Angeles region, the effects of sea level rise on the coastline is expected to be compounded by the impacts of wave events during coastal storms because much of the coastline is comprised of wide sandy beaches (State of California 2018).

Agriculture

California has an over $50 billion annual agricultural industry ($176 million of which is from Los Angeles County) that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2021). Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resultant changes in weather patterns could have ecological effects on global and local scales. Soil moisture is likely to decline in many regions as a result of higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

4.3.2 Regulatory Setting

The following regulations and case law address both climate change and GHG emissions.

a. Federal Regulations

Federal Clean Air Act

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the U.S. Supreme Court held the USEPA may not determine whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V

permit under the federal Clean Air Act based on the level of GHG emissions generated by the source. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

Safer Affordable Fuel-Efficient Vehicles Rule

On September 27, 2019, the USEPA and the National Highway Traffic Safety Administration published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The SAFE Rule Part One revokes California's authority to set its own GHG emissions standards and to adopt its own zero-emission vehicle mandates. On April 30, 2020, the USEPA and the National Highway Traffic Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO_2 emissions standards for passenger cars and trucks of model years 2021 to 2026 such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the approximately five percent annual increase required under the 2012 standards (National Highway Traffic Safety Administration 2020). To account for the effects of the SAFE Vehicles Rule, CARB released off-model adjustment factors on June 26, 2020 to adjust GHG emissions outputs from the EMFAC model (CARB 2020).

b. State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below. For more information on the Senate and Assembly Bills, executive orders, building codes, and reports discussed below, and to view reports and research referenced below, please refer to the following websites: https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment, www.arb.ca.gov/cc/cc.htm, and https://www.dgs.ca.gov/BSC/Codes.

California Advanced Clean Cars Program

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allowed California to implement more stringent vehicle emission standards than those promulgated by the USEPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011). However, as a result of the federal SAFE Vehicles Rule discussed above, California's waiver of Clean Air Act preemption was revoked, thereby rescinding the CARB's authority to implement the Advanced Clean Cars program.

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG

emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of CO_2e, which was achieved in 2016. The CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) of CO_2e by 2030 and two MT of CO_2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet

SB 375 requirements. On September 3, 2020, the SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS entitled Connect SoCal, which meets the requirements of SB 375.

Senate Bill 1383

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statues of 2016) requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

As a result, the CARB adopted the Short-Lived Climate Pollutant Reduction Strategy in 2017 and has initiated implementation. SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. CalRecycle has initiated the rulemaking process for these regulations with the proposed regulation text submitted to the Office of Administrative Law in October 2020.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard (RPS) Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Building Standards Code

Title 24 of the California Code of Regulations (CCR) is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards, which the City of West Hollywood has adopted in West Hollywood Municipal Code Chapter 13.04. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

Part 6 – Building Energy Efficiency Standards/Energy Code

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal

and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC).

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2019 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers (Tiers I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;[2]
- 65 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle (EV) charging stations in newly constructed attached garages for single-family and duplex dwellings ("EV ready"); and
- Designation of at least ten percent of parking spaces for multi-family residential developments as electric vehicle charging spaces capable of supporting future electric vehicle supply equipment ("EV capable").

The voluntary standards require:

- **Tier I:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof; and
- **Tier II:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar reflective roof.

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995 through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

[2] Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified by CALGreen or a reduced per-plumbing-fixture water use rate.

c. Regional and Local Regulations

South Coast Air Quality Management District

South Coast Air Quality Management District (SCAQMD) is principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Plan Area. SCAQMD works directly with SCAG, County transportation commissions, and local governments and cooperates actively with all federal and State government agencies to regulate air quality.

In April 2008, the SCAQMD, in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a GHG CEQA Significance Threshold Working Group. The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that may be utilized on an interim basis until CARB (or some other State agency) develops guidance on assessing the significance of GHG emissions under CEQA.

2020-2045 RTP/SCS

On September 3, 2020, the SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS entitled Connect SoCal. The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

The SCS technical report of the 2020-2045 RTP/SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by CARB; and outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the 2020-2045 RTP/SCS maximizes current voluntary local efforts that support the goals of SB 375. The 2020-2045 RTP/SCS emphasizes new housing and job growth in transit priority areas, livable corridors, high-quality transit areas, and neighborhood mobility areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

SCAG's SCS provides specific strategies and tools for successful implementation. These include supporting projects that provide diverse housing choices, focusing growth near destinations and mobility options, leveraging technology innovations such as bike sharing and neighborhood electric vehicles, implementing congestion pricing, improvements to pedestrian infrastructure, and more.

d. Local

City of West Hollywood General Plan 2035

The current West Hollywood General Plan was adopted in 2011 and lists specific policies within the Infrastructure, Resources and Conservation Element that would be applicable to the proposed project under Goal IRC-6, which is to "Reduce the City's contribution to global climate change and adapt to its effects" (City of West Hollywood 2011a). Because climate change can be affected through many types of impacts, the West Hollywood General Plan addresses these impacts through goals and policies within other elements such as land use and mobility, and are referenced in the following goals and policies of the Infrastructure, Resources and Conservation Element:

Policy IRC-6.6. Expand the tree canopy citywide to provide relief from rising temperatures and the heat island effect, and to sequester atmospheric carbon and help purify the air from emissions related to smog formation.

Policy IRC-6.7. Implement heat island reduction strategies, including but not limited to strategies to increase permeable surfaces in the streetscape and buildings, increased vegetation and shade, and the use of reflective materials in the streetscape and buildings.

Policy IRC-6.8. Implement policies in the Urban Form and Land Use Chapter of this General Plan that reduce building and transportation-related GHG emissions.

Policy IRC-6.9. In conjunction with policies in the Mobility Chapter of this General Plan, encourage a shift in travel from single-occupant autos to walking, biking, public transit, and ride-sharing, with a focus on policies that promote the following:

- Increase walking and biking within the City
- Increase transit use and reduce barriers to transit ridership
- Increase ride-sharing
- Promote alternatives to automobile ownership

Policy IRC-6.7. Implement heat island reduction strategies, including but not limited to strategies to increase permeable surfaces in the streetscape and buildings, increased vegetation and shade, and the use of reflective materials in the streetscape and buildings.

Policy IRC-6.8. Implement policies in the Urban Form and Land Use Chapter of this General Plan that reduce building and transportation-related greenhouse gas emissions.

Policy IRC-6.9. In conjunction with policies in the Mobility Chapter of this General Plan, encourage a shift in travel from single-occupant autos to walking, biking, public transit, and ride-sharing, with a focus on policies that promote the following:

- Increase walking and biking within the City
- Increase transit use and reduce barriers to transit ridership
- Increase ride-sharing
- Promote alternatives to automobile ownership

Policy IRC-6.10. Implement policies in this Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling, and solid waste, and facilities for City operations, including policies that accomplish the following:

- Reduce energy associated with the use, treatment, and conveyance of water and wastewater
- Improve energy efficiency in existing buildings
- Ensure high levels of energy performance in new construction
- Maximize the use of renewable energy
- Reduce the amount of waste sent to landfills
- Improve energy efficiency and increase energy conservation within city facilities

Policy IRC-6.11. In conjunction with policies in the Parks and Recreation and Land Use and Urban Form Chapters of this General Plan, increase green spaces throughout the City and provide carbon capture through trees, vegetation, and open space.

City of West Hollywood Climate Action Plan

The City of West Hollywood adopted its Climate Action Plan (CAP) to reduce GHG emissions from communitywide development. As part of the CAP, the City has set a GHG reduction target of 20 to 25 percent below 2008 emission levels by 2035. West Hollywood must reduce GHG emissions to approximately 466,000 MT of CO_2e per year by 2035 to achieve a 20 percent reduction or to approximately 437,000 MT of CO_2e per year by 2035 to achieve a 25 percent reduction. To achieve these targets, West Hollywood has established seven major GHG emission reduction strategies in their CAP that cover Community Leadership and Engagement, Land Use and Community Design, Transportation and Mobility, Energy Use and Efficiency, Water Use and Efficiency, Waste Reduction and Recycling and Green Space Strategy (City of West Hollywood 2011b).

Clean Power Alliance

In September of 2017, the City of West Hollywood join the Clean Power Alliance, a community choice energy program providing local control and clean renewable energy with a variety of options for renewable power mixes for customers.[3] In February 2018, the West Hollywood City Council selected 100% Green Power as the City's default electricity option within the Clean Power Alliance.

4.3.3 Impact Analysis

a. Methodology

Construction and operational GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., mid-rise apartments), and location, to estimate a project's construction and operational emissions. Emissions were modeled for reasonably foreseeable development, which would consist of an allocation of 3,933 residential units, plus a fifteen percent buffer of 351, as outlined in by the Regional Housing Needs Allocation (RHNA) for West Hollywood, for a total residential unit count of 4,284 residential units, as discussed in Section 2, *Project Description*. GHG emissions were modeled for year 2030 to provide an appropriate comparison with the locally-applicable, project-specific threshold for year 2030, which is discussed further in Section 4.4.3(b), *Significance Thresholds*.

[3] The current offerings available to residential customers are 36 percent ("Lean Power"), 50 percent ("Clean Power"), and 100 percent ("100% Green Power") renewable energy.

Construction Emissions

Future construction based on the Housing Element Update was analyzed based on the CalEEMod default construction schedule and construction equipment list. It was assumed that approximately 2,507,078 square feet of existing buildings (equal to a one-story building on all the proposed housing sites, which total approximately 57.55 acres) would be demolished to accommodate reasonably foreseeable development. This is a conservative assumption as many identified housing sites have parking lots and undeveloped areas, and are not entirely developed with structures. In addition, conservatively assuming that each site would require one level of subterranean parking approximately 10 feet in depth, approximately 25,070,781 cubic feet of soil export would be required, which equates to approximately 928,547 cubic yards. It is assumed that all construction equipment used would be diesel-powered. This analysis assumes that the project would comply with all applicable regulatory standards. In accordance with SCAQMD recommendation, GHG emissions from construction of the General Plan Update were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008b).

Operational Emissions

Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment and fireplaces, which emit GHGs associated with fuel combustion. The landscaping equipment emission values were derived from the 2011 Off-Road Equipment Inventory Model (California Air Pollution Control Officers Association 2017). Reasonably foreseeable development facilitated by the proposed Housing Element Update may include natural gas fireplaces; however, in accordance with SCAQMD Rule 445, no wood-burning devices would be installed.

Energy Use Emissions

GHGs are emitted on-site during the combustion of natural gas for space and water heating and off-site during the generation of electricity from fossil fuels in power plants. CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider. Building energy use is typically divided into energy consumed by the built environment and energy consumed by uses that are independent of the building, such as plug-in appliances. Non-building energy use, or "plug-in energy use," can be further subdivided by specific end-use (refrigeration, cooking, office equipment, etc.). In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. In accordance with Section 150.1(b)14 of the 2019 Building Energy Efficiency Standards in Title 24, all new residential uses under three stories must install photovoltaic (PV) solar panels that generate an amount of electricity equal to expected electricity usage. Reasonably foreseeable development would be subject to the 45-foot height limitation contained in WHMC Chapter 19.06.040 - Residential Zoning District General Development Standards, which is equivalent to four stories. Therefore, because some future projects may be greater than three stories in height and not subject to the solar PV requirements of the 2019 Building Energy Efficiency Standards, it was conservatively assumed that all electricity usage by reasonably foreseeable development under the proposed Housing Element Update would not be supplied by on-site PV solar panels.

Mobile Source Emissions

Mobile source emissions were estimated using the trip generation rate for mid-rise multi-family apartment units from the Institute of Transportation Engineers' *Trip Generational Manual, 10th Edition*, which is included by default in CalEEMod. The "Increase Density," "Increase Diversity," "Increase Destination Accessibility," "Increase Transit Accessibility," and "Integrate Below Market Rate Housing" options in CalEEMod were used to account for the average density of 74.4 dwelling units per acre (4,284 units on 57.55 acres), the proximity of housing sites to mixed-use and commercial development, the location of West Hollywood within a Central Business District (CARB 2021b), the availability of transit throughout West Hollywood, and the inclusion of 46.8 percent affordable housing units.

Water and Wastewater Emissions

Water used and wastewater produced by a project generate indirect GHG emissions. These emissions are a result of the energy used to supply, convey, and treat water and wastewater. In addition to the indirect GHG emissions associated with energy use, the wastewater treatment process itself can directly emit both CH_4 and N_2O. Indoor and outdoor water use was estimated based on average consumption rates from the Pacific Institute's Waste Not, Want Not: The Potential for Urban Water Conservation in California (2003). New development would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency and installation of water-efficient irrigation systems. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use and use of water-efficient irrigation systems was included in the water consumption calculations.

Solid Waste Emissions

The disposal of solid waste produces GHG emissions from the transportation of waste, anaerobic decomposition in landfills, and incineration. To calculate the GHG emissions generated by solid waste disposal, the total volume of solid waste was calculated using waste disposal rates identified by the California Department of Resources Recycling and Recovery (CalRecycle). The methods for quantifying GHG emissions from solid waste are based on the IPCC method, using the degradable organic content of waste. As of 2016, California had achieved a statewide 44 percent diversion of solid waste from landfills through "reduce/recycle/compost" programs (CalRecycle 2020).

Service Population

The service population of a project is the number of estimated residents and employees accommodated by the project. As discussed in Section 14, *Population and Housing*, of the Initial Study (Appendix B), based on the average household size of 1.53, an increase of 4,284 residential units under the proposed Housing Element Update would generate a population increase of approximately 6,554 residents. The proposed Housing Element Update would not facilitate the development of new commercial uses; therefore, the service population of the project is 6,554 persons.

b. Significance Thresholds

In accordance with Appendix G of the CEQA Guidelines, an impact related to GHG emissions would be significant if the proposed Housing Element Update would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The majority of individual projects do not generate sufficient GHG emissions to create significant project-specific environmental effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant, such as climate change, even if an individual project's environmental effects are limited (CEQA Guidelines Section 15064[h][1]). The issue of a project's environmental effects and contribution towards climate change typically involves an analysis of whether or not a project's contribution towards climate change is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

Section 15064.4 of the CEQA Guidelines recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7[c]).

According to CEQA Guidelines Section 15183.5, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan, such as the CAP. However, although the City of West Hollywood has completed its CAP (2011), it is not a qualified GHG reduction plan because it does not demonstrate achievement of the State's 2030 target under SB 32. Therefore, this approach is not feasible for this analysis. Instead, a project-specific efficiency threshold was calculated and utilized to determine the significance of the project's GHG emissions impacts.

Project-Specific Efficiency Threshold

For the proposed project, a 2030 efficiency threshold was calculated based on the year 2030 GHG emission levels for West Hollywood that would be consistent with the State's 2030 target. This locally appropriate, project-specific quantitative threshold is derived, in part, from the City's baseline 2008 GHG emissions inventory in line with the CARB's recommendations in the 2008 Climate Change Scoping Plan and the 2017 Scoping Plan (CARB 2008 and 2017). Consistent with the legal guidance provided in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding

the correlation between state and local conditions, the City's 2008 baseline GHG emissions inventory was used to calculate a locally appropriate, evidence-based, project-specific threshold consistent with the State's 2030 target. Accordingly, the threshold established for this EIR is a locally applicable, project-specific threshold, as opposed to a threshold for general use.

The City of West Hollywood completed a 2008 baseline GHG emissions inventory that calculated communitywide emissions of 583,213 MT of CO_2e per year. However, because the proposed Housing Element Update consists solely of residential land uses, only those portions of the 2008 baseline inventory associated with residential land uses are appropriate to use in developing a project-specific threshold. Therefore, the 2008 baseline inventory was adjusted to remove emissions associated with commercial/industrial energy use and to proportionally allocate a share of the emissions associated with transportation, wastewater treatment, solid waste, and water consumption to residential land uses based on the 2008 service population (residents + employees) of West Hollywood. Table 4.3-1 summarizes the 2008 baseline GHG emissions inventory and details how the inventory was adjusted to calculate the proportion of communitywide GHG emissions attributed to residential land uses. As shown therein, approximately 316,211 MT of CO_2e per year of the 2008 baseline inventory is attributed to residential land uses.

Table 4.3-1 City of West Hollywood Baseline Inventory – 2008 (Adjusted for Residential Land Uses)

Source	2008 Total (MT of CO_2e)[1]	Per Service Person (MT of CO_2e)[2, 3]	Total Attributed to Residential Land Uses (MT of CO_2e)[4]
Transportation	361,350	6.0	222,962
Commercial/Industrial Energy Use	116,197	N/A	N/A
Residential Energy Use	70,378	No Adjustment Needed – Residential Only	70,378
Wastewater Treatment	20,981	0.3	13,004
Solid Waste	8,543	0.1	5,295
Water Consumption	5,764	0.1	3,572
Total Emissions	**583,213**	**–**	**316,211**

MT = metric tons; CO_2e = carbon dioxide equivalents.

Note: Calculations may not translate exactly due to rounding.

[1] Source: City of West Hollywood 2011b

[2] Based on a citywide 2008 service population for West Hollywood of 60,259 service persons (37,348 persons and 22,911 jobs) (City of West Hollywood 2011b).

[3] Calculations assume emissions from each sector are distributed equally among each resident and employee in the city.

[4] Based on a citywide 2008 population of 37,348 residents for West Hollywood (City of West Hollywood 2011b).

The total 2008 baseline GHG emissions attributed to residential land uses were then used to calculate a project-specific GHG emissions threshold for year 2030 based on the State's GHG emission reduction targets under Assembly Bill 32 and Senate Bill 32. Assembly Bill 32 set a statewide target of reducing GHG emissions to 1990 levels by 2020. Therefore, for the City of West Hollywood to be consistent with Assembly Bill 32, annual GHG emissions levels from residential land uses would need to have been reduced by 15 percent below 2008 levels by 2020 to approximately

268,779 of CO_2e per year.[4] In addition, the State set a statewide GHG emission reduction target of 40 percent below 1990 levels in SB 32. Therefore, annual GHG emissions levels from residential land uses would need to be reduced by 40 percent below 1990 levels to approximately 161,267 MT of CO_2e per year to be consistent with the State's 2030 target. The 2030 project-specific residential efficiency threshold can thus be calculated by dividing the total communitywide GHG emissions target for residential land uses by the communitywide residential population for year 2030. The city's 2030 residential population is forecast to be approximately 38,553 persons (City of West Hollywood 2021; SCAG 2021).[5] Therefore, the 2030 locally-appropriate, project-specific threshold would be approximately 4.2 MT of CO_2e per resident per year (see Table 4.3 2)

Table 4.3 2 Locally Applicable Project-Specific 2030 Efficiency Threshold

Target Year	Value
2008 Baseline Levels[1]	316,211 MT of CO_2e/year
2020 Target (AB 32)[2]	268,779 MT of CO_2e/year
2030 Target (SB 32)[3]	161,267 MT of CO_2e/year
2030 Residential Population[4]	38,553 persons
2030 Project-Specific Efficiency Threshold	**4.2 MT of CO_2e per resident per year**

MT = metric tons; CO_2e = carbon dioxide equivalents.

[1] 2008 emission levels from project-applicable sectors (see Table 4.3-1).

[2] AB 32 sets a target of reducing GHG emissions to 1990 levels (i.e., 15 percent below 2008 levels) by 2020.

[3] SB 32 sets a target of reducing GHG emissions 40 percent below 1990 levels by 2030.

[4] The City's 2030 residential population was estimated using linear interpolation between the city's current population of 36,125 residents and the city's forecast 2045 population of 42,600 residents (California Department of Finance 2021; SCAG 2021).

Consistency with Applicable Plans, Policies, and Regulations for the Reduction of GHG Emissions

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions" (CEQA Guidelines Section 15064[h][3]). Therefore, a lead agency can make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions. The General Plan Update's consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions is evaluated qualitatively. A project is considered consistent with the

[4] A 2020 GHG emissions inventory has not been completed for West Hollywood; therefore, it is not known if existing communitywide GHG emissions have sufficiently declined to achieve this level. However, whether existing communitywide GHG emissions have been reduced by 15 percent below baseline 2008 levels does not affect the calculation of the threshold of significance because the threshold is calculated using the baseline 2008 GHG emissions inventory and the State's targets, which remain the same regardless of the current state of communitywide GHG emissions.

[5] The City's 2030 residential population was estimated using linear interpolation between the City's current population of 36,125 residents and the City's forecast 2045 population of 42,600 residents (California Department of Finance 2021; SCAG 2021).

provisions of these documents if it meets the general intent in reducing GHG emissions in order to facilitate the achievement of local- and state-adopted goals and does not impede attainment of those goals.

4.3.4 Project Impacts

Threshold:	Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

IMPACT GHG 1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD GENERATE GHG EMISSIONS. HOWEVER, GHG EMISSIONS WOULD NOT EXCEED PROJECT-SPECIFIC THRESHOLDS AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction of the reasonably foreseeable development from the Housing Element Update would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. As shown in Table 4.3-3, construction of reasonably foreseeable development would generate an estimated total of 25,357 MT of CO_2e. Amortized over a 30-year period per SCAQMD guidance, construction of the proposed project would generate an estimated 845 MT of CO_2e per year.

Table 4.3-3 Estimated Construction GHG Emissions

Year	Emissions (MT of CO_2e)
2021	480
2022	6,170
2023	4,923
2024	4,867
2025	4,744
2026	3,943
2027	230
Total	**25,357**
Amortized over 30 years	**845**

MT = metric tons; CO_2e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix C for modeling results.

Operation of the reasonably foreseeable development would generate GHG emissions associated with area sources (e.g., fireplaces, landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. As shown in, Table 4.3-4 annual operational emissions combined with amortized construction emissions would total approximately 19,826 MT of CO_2e per year, or approximately 3.0 MT of CO_2e per service person per year, which would not exceed the locally-applicable, project-specific threshold of 4.2 MT of CO_2e per year. Therefore, impacts would be less than significant.

Table 4.3-4 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT of CO_2e per year)
Construction	845
Operational	
Area	1,005
Energy	4,998
Mobile	10,816
Solid Waste	991
Water	1,171
Total Emissions	**19,826**
Residential Population	6,554
Emissions per Service Person	**3.0**
Threshold	4.2
Threshold Exceeded?	No

MT = metric tons; CO_2e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix C for modeling results.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

Threshold 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-2 THE PROPOSED HOUSING ELEMENT UPDATE WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the City's CAP and General Plan, SCAG's 2020-2045 RTP/SCS, and the State's 2017 Scoping Plan. The Housing Element Update's consistency with these plans is discussed in the following subsections. As discussed therein, the proposed project would not conflict with plans and policies aimed at reducing GHG emissions.

City of West Hollywood Climate Action Plan

The City of West Hollywood adopted a CAP on September 6, 2011. The CAP outlines a course of action to reduce municipal and communitywide GHG emissions that contribute to climate change. The plan includes seven main emission reductions strategies: community leadership and engagement, land use and community design, transportation and mobility, energy use and efficiency, water use and efficiency, waste reduction and recycling, and green space. As previously discussed in Section 4.4.3(a), *Methodology and Significance Thresholds*, the project would be consistent with the City's CAP if it incorporates specific CAP measures to support the City in achieving its emissions reduction goals. Table 4.3-5 evaluates the project's consistency with applicable CAP strategies and measures. As shown, the project would be consistent with the CAP.

Table 4.3-5 Project Consistency with City of West Hollywood Climate Action Plan

Goals and Strategy	Project Consistency
Land Use and Community Design	
LU-1.1. Facilitate the establishment of mixed-use, pedestrian- and transit-oriented development along the commercial corridors and in Transit Overlay Zones.	**Consistent.** The proposed housing site inventory update primarily recommends housing production on underutilized sites near transportation corridors and within biking and walking distance of existing residential and commercial development. The previous 2013-2021 Housing Element included a Mixed-Use Incentive Overlay zone, which identifies optimal locations for the development of mixed-use residential and commercial land uses based on high priority nodes within commercial corridors and locations with high transit levels of service and major intersections. The Housing Element Update proposes housing development within this Mixed-Use Incentive Overlay zone and other overlay zones and proposes to expand the Mixed-Use Incentive Overlay zone in 2022.
LU-1.2. Encourage the preservation and reuse of existing buildings	**Consistent.** The Housing Element Update includes Policy 3 under Goal H-4 to "foster the adaptive reuse of existing structures for residential purposes using construction and planning incentives." This policy would reduce GHG emissions that would be associated with demolition activities, including transporting demolition debris and building new structures in place of existing structures.
Transportation and Mobility	
T-2.2. Install bike racks and bike parking in the City where bike parking infrastructure currently does not exist.	**Consistent.** Reasonably foreseeable development under the Housing Element Update would be required to comply with the City's Green Building Ordinance, which states all new projects shall comply with applicable requirements in WHMC Section 19.28.150, including those related to bicycle parking.
Energy Use and Efficiency	
E-2.2. Require all new construction to achieve California Building Code Tier II Energy Efficiency Standards (Section 503.1.2).	**Consistent**. Construction of new housing development would be required to comply with the latest iteration of the California Building Energy Efficiency Standards Code, which is more efficient than the California Building Code Tier II Energy Efficiency Standards in effect at the time of publication of the CAP.
E-3.1. Require that all new construction and condominium conversions be sub-metered to allow each tenant the ability to monitor their own energy and water use.	**Consistent**. In accordance with WHMC Section 19.20.060(C)(3)(c) and standard construction practices, new projects would be sub-metered for water, gas, and electricity for each unit to encourage conservation.
E-3.2. Require the use of recycled materials for 20 percent of construction materials in all new construction.	**Consistent.** Reasonably foreseeable development projects consisting of three or more residential units would be required to comply with the City's Green Building Point System, which allocates points for using recycled-content insulation, outdoor flooring materials, roofing, and carpet.
E-3.4. Facilitate the installation of solar photovoltaic systems on multi-family residential, commercial, and industrial buildings, and parking lots.	**Consistent**. In compliance with the 2019 California Building Energy Efficiency Standards, reasonably foreseeable development under the Housing Element Update would be required to install solar photovoltaic systems for projects three stories or less in height or include solar-ready infrastructure for projects four stories or greater in height.

Goals and Strategy	Project Consistency
Water Use and Efficiency	
W-1.1. Reduce per capita water consumption by 30 percent by 2035.	**Consistent**. Reasonably foreseeable development under the Housing Element Update would be required to comply with CALGreen, which includes provisions for low-flow plumbing fixtures and water-efficient irrigation systems, as well as WHMC Section 19.20.060(C)(3), which includes additional water efficiency and conservation standards. In addition, projects consisting of three or more residential units would be required to comply with the City's Green Building Point System, which provides incentives for developments that go above and beyond the minimum standards. The green development standards would assist with the goal of reducing per-capita water consumption by 30 percent by 2035.
Green Space	
G-1.1. Increase and enhance the City's urban forest to capture and store carbon and reduce building energy consumption.	**Consistent**. To promote community wide health and amenities that support a walkable and accessible community inclusive to all demographics, one of the objectives under Housing Program 31 states, "Sustainable and Healthy Communities. The City shall ensure that local regulations for objective design standards, which will be considered within the next two years, support sustainable and environmentally responsive construction to the extent technically feasible, environmental justice that protects public health, increased open space, and restorative tree canopy and green space efforts designed to foster a healthy eco-system and local micro-climate." Implementation of this program would further the goal of Measure G-1.1 to increase and enhance the City's urban forest.

Source: City of West Hollywood 2011b

CITY OF WEST HOLLYWOOD GENERAL PLAN

As discussed in Section 4.4.2(c), *Regional and Local Regulations*, the City of West Hollywood 2035 General Plan includes six policies related to reducing GHG emissions. Table 4.3-6 evaluates the consistency of the Housing Element Update with these General Plan policies. As shown, the Housing Element Update would be consistent with the six General Plan policies related to reducing GHG emissions.

Table 4.3-6 Housing Element Update Consistency with Applicable General Plan Policies

Policy	Project Consistency
IRC-6.6. Expand the tree canopy citywide to provide relief from rising temperatures and the heat island effect, and to sequester atmospheric carbon and help purify the air from emissions related to smog formation.	**Consistent.** To promote community wide health and amenities that support a walkable and accessible community inclusive to all demographics, one of the objectives under Housing Program 31 states, "Sustainable and Healthy Communities. The City shall ensure that local regulations for objective design standards, which will be considered within the next two years, support sustainable and environmentally responsive construction to the extent technically feasible, environmental justice that protects public health, increased open space, and restorative tree canopy and green space efforts designed to foster a healthy eco-system and local micro-climate." Implementation of this program would further the goal of Policy IRC-6.6 to expand the tree canopy citywide.

Policy	Project Consistency
Policy IRC-6.7. Implement heat island reduction strategies, including but not limited to strategies to increase permeable surfaces in the streetscape and buildings, increased vegetation and shade, and the use of reflective materials in the streetscape and buildings.	**Consistent.** To promote community wide health and amenities that support a walkable and accessible community inclusive to all demographics, one of the objectives under Housing Program 31 states, "Sustainable and Healthy Communities. The City shall ensure that local regulations for objective design standards, which will be considered within the next two years, support sustainable and environmentally responsive construction to the extent technically feasible, environmental justice that protects public health, increased open space, and restorative tree canopy and green space efforts designed to foster a healthy eco-system and local micro-climate." Implementation of this program would further the goal of Policy IRC-6.7 to implement heat island reduction strategies.
Policy IRC-6.8. Implement policies in the Urban Form and Land Use Chapter of this General Plan that reduce building and transportation-related GHG emissions.	**Consistent.** The proposed housing site inventory update primarily recommends housing production on underutilized sites near transportation corridors and within biking and walking distance of existing residential and commercial development. The previous 2013-2021 Housing Element included a Mixed-Use Incentive Overlay zone, which identifies optimal locations for the development of mixed-use residential and commercial land uses based on high priority nodes within commercial corridors and locations with high transit levels of service and major intersections. The Housing Element Update proposes housing development within this Mixed-Use Incentive Overlay zone and other overlay zones and proposes to expand the Mixed-Use Incentive Overlay zone in 2022. Furthermore, an objective under Housing Program 31 states, "Adequate Land for Housing. Provide adequately zoned sites particularly multi-unit housing in infill areas or commercial corridors in closer proximity to major transportation hubs for diverse housing types that include both rental and ownership opportunities." Therefore, the Housing Element Update would implement policies in the Urban Form and Land Use Chapter of the General Plan that reduce building and transportation-related GHG emissions in furtherance of Policy IRC-6.8.
Policy IRC-6.9. In conjunction with policies in the Mobility Chapter of this General Plan, encourage a shift in travel from single-occupant autos to walking, biking, public transit, and ride-sharing, with a focus on policies that promote the following: ▪ Increase walking and biking within the City ▪ Increase transit use and reduce barriers to transit ridership ▪ Increase ride-sharing ▪ Promote alternatives to automobile ownership	**Consistent.** Housing Program 31 of the Housing Element Update includes multiple objectives that are consistent with Policy IRC-6.9, including: ▪ Production of new housing that is focused on greatest needs (income, special needs, lifestyle preferences, etc.) and is sustainable, innovative, safe and resilient, appropriate with the surrounding neighborhood, offers opportunities for active and healthy living, including walking and biking, and increases equitable housing opportunities ▪ Provisions of adequately zoned sites particularly multi-unit housing in infill areas or commercial corridors in closer proximity to major transportation hubs for diverse housing types that include both rental and ownership opportunities ▪ Promotion of integrated site development with housing that either includes on-site programming or is within walking distance of essential goods and services in order to reduce pollution and promote healthy, active living in areas that have historically excluded diverse housing opportunities

Policy	Project Consistency
Policy IRC-6.10. Implement policies in this Infrastructure, Resources, and Conservation Chapter that reduce GHG emissions related to water and wastewater, energy, green building, recycling, and solid waste, and facilities for City operations, including policies that accomplish the following: ▪ Reduce energy associated with the use, treatment, and conveyance of water and wastewater ▪ Improve energy efficiency in existing buildings ▪ Ensure high levels of energy performance in new construction ▪ Maximize the use of renewable energy ▪ Reduce the amount of waste sent to landfills ▪ Improve energy efficiency and increase energy conservation within city facilities	**Consistent.** Reasonably foreseeable development under the proposed Housing Element Update would be required to comply with the City's Green Building Ordinance contained in WHMC Section 19.20.060, which applies to remodels, tenant improvements, additions, and new construction, as well as CALGreen standards. In addition, projects consisting of three or more residential units would be required to comply with the City's Green Building Point System, which provides incentives for developments that go above and beyond the minimum standards.
Policy IRC-6.11. In conjunction with policies in the Parks and Recreation and Land Use and Urban Form Chapters of this General Plan, increase green spaces throughout the City and provide carbon capture through trees, vegetation, and open space.	**Consistent.** To promote community wide health and amenities that support a walkable and accessible community inclusive to all demographics, one of the objectives under Housing Program 31 states, "Sustainable and Healthy Communities. The City shall ensure that local regulations for objective design standards, which will be considered within the next two years, support sustainable and environmentally responsive construction to the extent technically feasible, environmental justice that protects public health, increased open space, and restorative tree canopy and green space efforts designed to foster a healthy eco-system and local micro-climate." Implementation of this program would further the goal of Policy IRC-6.11 to increase green spaces throughout the City.

Source: City of West Hollywood 2011a

2020-2045 SCAG RTP/SCS

On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. The 2016-2040 RTP/SCS includes ten goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The Housing Element Update's consistency with the 2020-2045 RTP/SCS is discussed in Table 4.3-7. As shown therein, the proposed Housing Element Update would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.3-7 Housing Element Update Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies

Reduction Strategy	Project Consistency
Focus Growth Near Destinations & Mobility Options. ▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Consistent.** The proposed housing site inventory update primarily recommends housing production on vacant and underutilized sites near transportation corridors and within biking and walking distance of existing residential and commercial development. The 2013-2021 Housing Element Update included a Mixed-Use Incentive Overlay zone, which identifies optimal locations for the development of mixed-use residential and commercial land uses based on high priority nodes within commercial corridors and locations with high transit levels of service and major intersections. The Housing Element Update proposes housing development within this Mixed-Use Incentive Overlay zone and other overlay zones and is considering expanding the Mixed-Use Incentive Overlay zone in 2022. Therefore, the proposed Housing Element Update would emphasize land use patterns that facilitate multimodal access to work, educational, and other destinations; plan growth near existing transit corridors; prioritize infill and redevelopment of underutilized land to accommodate new growth and increase connectivity in existing neighborhoods; and encourage design and transportation options to reduce reliance on single-occupancy passenger automobiles.
Promote Diverse Housing Choices. ▪ Preserve and rehabilitate affordable housing and prevent displacement ▪ Identify funding opportunities for new workforce and affordable housing development ▪ Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply ▪ Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHGs	**Consistent.** The proposed Housing Element Update is an update to the City's Housing Element to demonstrate a pathway to achieving the City's Regional Housing Needs Assessment, which would include an allocation of 3,933 units. This includes 1,066 units of very low-income affordable housing units, 689 units of low-income affordable housing units and 682 units of moderate-income affordable housing units. The majority of the RHNA allocation can fully be accommodated in the City's Mixed Use Incentive Overlay Zone, which identifies optimal locations for the development of mixed use residential and commercial land uses based on high priority nodes within commercial corridors and locations with high transit levels of service and major intersections. Therefore, the proposed Housing Element Update would promote diverse housing choices.

Reduction Strategy	Project Consistency
Leverage Technology Innovations. ▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments ▪ Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent.** Residential development projects facilitated by the proposed Housing Element Update would be required to comply with State and local regulations, including the California Building Energy Efficiency Standards and CALGreen, related to the provision of electric vehicle supply equipment for parking spaces and the installation of photovoltaic solar panels on all low-rise residential buildings (three stories or less) that generate an amount of electricity equal to expected electricity usage. Therefore, the proposed Housing Element Update would leverage technology innovations.
Support Implementation of Sustainability Policies. ▪ Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions ▪ Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations ▪ Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space ▪ Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies ▪ Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region ▪ Continue to support long range planning efforts by local jurisdictions ▪ Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Consistent.** The project would be consistent with the GHG reduction policies of the City's current General Plan and CAP (discussed above) and would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen. Therefore, the proposed Housing Element Update would support implementation of sustainability policies.

Reduction Strategy	Project Consistency
Promote a Green Region. ▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration ▪ Integrate local food production into the regional landscape ▪ Promote more resource efficient development focused on conservation, recycling and reclamation ▪ Preserve, enhance and restore regional wildlife connectivity ▪ Reduce consumption of resource areas, including agricultural land ▪ Identify ways to improve access to public park space	**Consistent.** The proposed Housing Element Update includes infill development and redevelopment sites for housing units. The proposed Housing Element Update has identified that the City's Mixed-Use Incentive Overlay Zone has adequate space to fully accommodate housing production goals. Furthermore, as discussed in the Initial Study (Appendix B), the Housing Element would not result in the conversion of agricultural land. Projects facilitated by the proposed Housing Element Update would be required to install photovoltaic solar panels on all low-rise residential buildings (three stories or less) that generate an amount of electricity equal to expected electricity usage in accordance with the California Building Energy Efficiency Standards. Therefore, the proposed Housing Element Update would support development of a green region.

Source: SCAG 2021

2017 SCOPING PLAN

The principal state plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020, and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed Housing Element Update include reducing fossil fuel use, energy demand, and VMT; maximizing recycling and diversion from landfills; and increasing water conservation. The proposed Housing Element Update would be consistent with these goals as the City would require individual projects to comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and install energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping and irrigation, and EV charging stations. Further, reasonably foreseeable development under the Housing Element Update would be served by Clean Power Alliance, and the City's default electricity option has been 100 percent clean, renewable energy since February 2018 (City of West Hollywood 2020). Furthermore, the proposed Housing Element Update recommends housing production on vacant and underutilized infill and redevelopment sites near transportation corridors and within biking and walking distance of existing residential and commercial development. Additionally, the proposed Housing Element Update focuses housing development within the Mixed-Use Incentive Overlay zone which identifies optimal locations for the development of mixed use residential and commercial land uses based on high priority nodes within commercial corridors and locations with high transit levels of service and major intersections. Therefore, the proposed Housing Element Update would facilitate the use of walking, biking, and transit to access destinations, which would reduce future residents' VMT and associated fossil fuel usage. Therefore, the proposed Housing Element Update would be consistent with the 2017 Scoping Plan.

In summary, the Housing Element Update would not conflict with any plans or policies adopted to reduce greenhouse gas emissions and impacts would be less than significant.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

4.3.5 Cumulative Impacts

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because the impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. As discussed under Section 4.4.1(c), *Potential Effects of Climate Change*, the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. Refer to Impacts GHG-1 and GHG-2 for a detailed discussion of the impacts of the proposed Housing Element Update related to climate change and GHG emissions. As discussed therein, emissions associated with the Housing Element Update would be approximately 3.0 MT of CO_2e per service person per year, which would not exceed the locally-applicable, project-specific threshold of 4.2 MT of CO_2e per service person per year. Furthermore, the Housing Element Update would be consistent with the GHG emission reduction policies of the City's General Plan and Climate Action Plan, the SCAG 2020-2045 RTP/SCS, and the CARB 2017 Scoping Plan. Therefore, the contribution of the General Plan Update to the cumulative impact of climate change would not be cumulatively considerable.

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4.4 Hazards and Hazardous Materials

This section addresses impacts associated with risk of upset related to hazardous materials, hazards to schools, and hazardous materials cleanup sites. The Initial Study for the Housing Element Update (Appendix B) found no potentially significant impacts related to the transport, use, or disposal of hazardous materials, airports, emergency response plans, or wildland fires; therefore, these issues are not studied further herein.

4.4.1 Setting

Hazardous Materials

The term "hazardous materials" has different definitions for different regulatory programs. For the purpose of this EIR, the term "hazardous materials" refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(n)(1) defines a hazardous material as any material that "because of its quantity, concentrations, 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 that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity. These types of hazardous materials are defined below:

- **Toxic Substances.** Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substances involved and is chemical-specific). Carcinogens, substances that can cause cancer, are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).
- **Ignitable Substances.** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.
- **Corrosive Materials.** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).
- **Reactive Materials.** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, resulting in numerous industrial properties and public landfills becoming dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The National Priorities List (NPL) is the list of national

priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the United States Environmental Protection Agency (USEPA) in determining which sites warrant further investigation. Sites are added to the NPL following a hazard ranking system.

Numerous smaller properties have been designated as contaminated sites. Often these are gas station sites where leaking underground storage tanks (USTs) were upgraded under a federal requirement in the late 1980s. Another category of sites that may have some overlap with the types already mentioned is "brownfields" – previously used, often abandoned, sites that due to actual or suspected contamination are undeveloped or underused. Both the USEPA and California Department of Toxic Substances Control (DTSC) maintain lists of known brownfields sites. These sites are often difficult to inventory due to their owners' reluctance to publicly label their property as potentially contaminated.

Asbestos Containing Materials

Asbestos is a naturally occurring fibrous material that was widely used in structures built between 1945 and 1978 for its fireproofing and insulating properties. Asbestos-containing materials (ACM) were banned by USEPA between the early 1970s and 1991 under the authority of the Federal Clean Air Act (FCAA) and the Toxic Substances Control Act (TSCA) due to their harmful health effects. Exposure to asbestos increases risk of developing lung disease, such as lung cancer, mesothelioma, or asbestosis (USEPA 2017a). Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Pre-1973 commercial and industrial structures are affected by asbestos regulations if damage occurs, or if remodeling, renovation, or demolition activities disturb ACMs.

Lead and Lead-Based Paint

Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Lead can affect almost every organ and system in the body. In children, lead can cause behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia. In adults, lead can cause cardiovascular effects, decreased kidney function, and reproductive problems. In addition, lead can result in serious effects to the developing fetus and infant for pregnant women (USEPA 2017b). Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils surrounding buildings and structures that are painted with lead-based paint (LBP). LBP was primarily used during the same time period as ACMs. Pre-1978 commercial and industrial structures are affected by LBP regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces.

Existing Conditions

Hazardous Materials Sites

The locations where hazardous materials are used, stored, treated and/or disposed of comes to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses

and operations are recorded in database lists maintained by various federal, State, and local regulatory agencies. In addition, federal, State, and local agencies enforce regulations applicable to hazardous waste generators and users, and the Los Angeles County Fire Department (LACoFD) Health Hazardous Materials Division (HHMD) tracks and inspect hazardous materials handlers to ensure appropriate reporting and compliance.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The use and handling of hazardous materials from these sites is considered low risk, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in the environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater due to accidental spills, incidental leakage, or spillage that may have gone undetected. Some facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

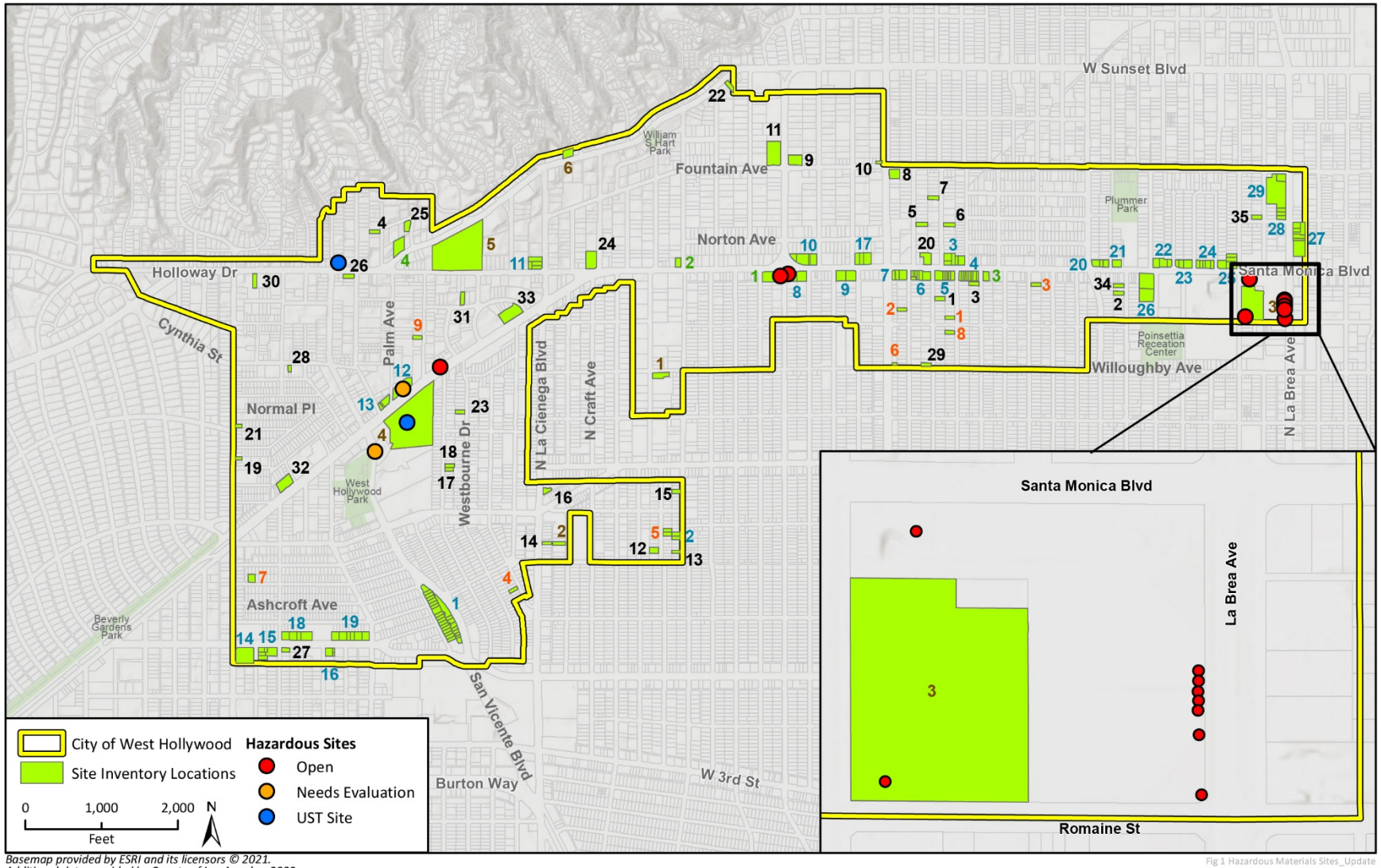
The potential to encounter hazardous materials in soil and groundwater in the City is generally based on a search of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The DTSC EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The California State Water Resources Control Board (SWRCB) GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact, or have potential impacts, to water quality, with emphasis on groundwater.

According to databases of hazardous material sites maintained by the DTSC (EnviroStor) and the SWRCB (GeoTracker), West Hollywood has the following types of hazardous sites that are still active or need further investigation: evaluation site, military evaluation site, underground storage tanks (UST's) and cleanup program sites (DTSC 2021; SWRCB 2021). These sites are dispersed throughout the city. See Figure 4.4-1 for the locations of the open and active hazardous sites within the city and the location of all sites identified in the site inventory under the Housing Element Update.

Existing sites that may potentially contain hazardous land uses in the city include large and small-quantity generators of hazardous waste, such as automotive repair facilities, laundromats, dry cleaners, gas stations and other industrial uses. According to DTSC and SWRCB, out of the 55 sites that were identified as containing or potentially containing hazardous materials contamination within the city, there are 12 open sites, two sites in need of evaluation, two USTs, and numerous closed or "no further action" sites. A full list of these sites and their cleanup status can be reviewed in Appendix D (DTSC 2021; SWRCB 2021).

As shown in Figure 4.4-1, out of the 35 sites that were included in the site inventory for the Housing Element Update, there are nine sites (Sites 1, 3, 4, 8, 10, 12, 13, 25, and 26) that are located on or in proximity to sites that DTSC and SWRCB have identified as containing or potentially containing hazardous materials contamination. Sites 1, 3, 4, 8, 10, and 25 are on or in proximity to open sites containing or potentially containing hazardous materials contamination; Sites 4, 12, and 13 are on or in proximity to hazardous or potentially hazardous sites in need of evaluation; and Sites 4, 12, 13, and 26 are on or in proximity to USTs. In addition, Sites 8 and 9 include laundromats; however, Site 9 is not identified by DTSC or SWRCB as a site containing or potentially containing hazardous materials contamination. There is a possibility that Site 9 includes hazardous materials contamination as laundromats are a use that typically generates hazardous waste. Therefore, there

Figure 4.4-1 West Hollywood Hazardous Material Sites



Basemap provided by ESRI and its licensors © 2021.
Additional data provided by County of Los Angeles, 2020.

Fig 1 Hazardous Materials Sites_Update

are 10 sites within the city that are located on or in proximity to sites containing or potentially containing hazardous materials contamination.

Use, Transport, and Abatement of Hazardous Materials

The use of hazardous materials is typically associated with industrial land uses. Activities such as manufacturing, plating, cleaning, refining and finishing, frequently involve chemicals that are considered hazardous when accidentally released into the environment.

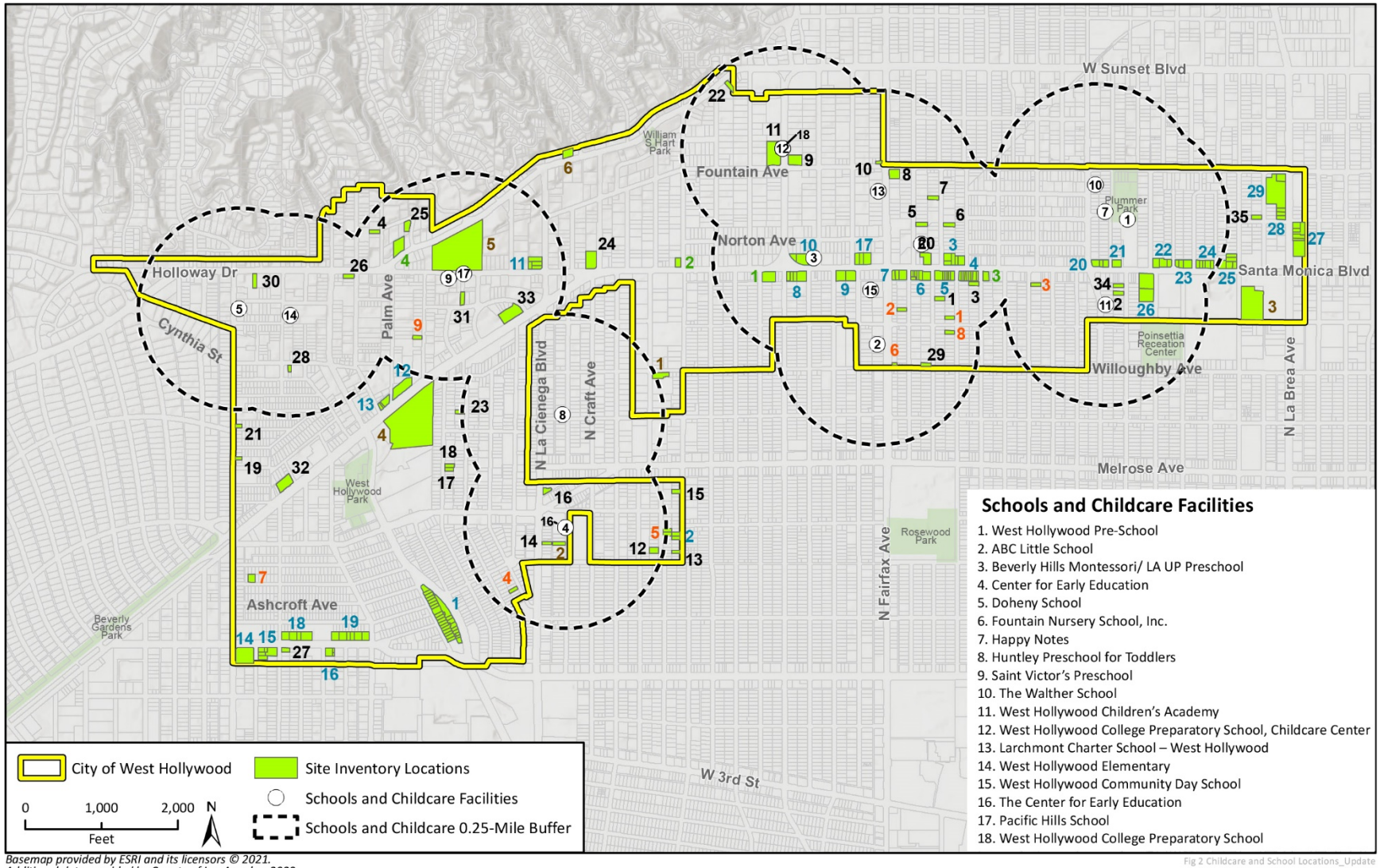
To a lesser extent, hazardous materials may also be used by various commercial enterprises, as well as residential uses. In particular, dry cleaners use cleaning agents considered to be hazardous materials. Hardware stores typically stock paints and solvents, as well as fertilizers, herbicides, and pesticides. Swimming pool supply stores stock acids, algaecides, and caustic agents. Most commercial businesses occasionally use commonly available cleaning supplies that, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous. Private residences also use and store commonly available cleaning materials, paints, solvents, swimming pool and spa chemicals, as well as fertilizers, herbicides, and pesticides.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with federal, State, and local regulations. In accordance with such regulations, the transport of hazardous materials and wastes can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest, which includes forms, reports, and procedures designed to seamlessly track hazardous waste.

Schools

School locations require consideration because children are particularly sensitive to hazardous materials exposure. Additional protective regulations apply to projects that could use or disturb potentially hazardous products near or at schools. The California Public Resources Code requires projects that would be located within a quarter mile of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards. There are 12 childcare/preschool facilities, two elementary schools, and four high schools within the City (West Hollywood n.d.). Public schools in the City are part of the Los Angeles Unified School District (LAUSD). The City also includes various private schools. See Figure 4.4-2 for the locations of schools and childcare facilities within the City and the location of all sites identified in the sites inventory under the Housing Element Update. As shown in Figure 4.4-2, out of the 35 sites that were included in the site inventory for the Housing Element Update, there are 27 sites (Sites 1-12, 14, 16, 20-26, 28-31 33, 34) that are located within a quarter mile radius of existing schools and childcare facilities in West Hollywood.

Figure 4.4-2 West Hollywood School and Childcare Locations



Basemap provided by ESRI and its licensors © 2021.
Additional data provided by County of Los Angeles, 2020.

Fig 2 Childcare and School Locations_Update

4.4.2 Regulatory Setting

Hazardous materials and waste can pose a potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise mismanaged. Federal, State, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent unwanted consequences. These regulatory programs are designed to reduce the risk that hazardous substances may pose to people and businesses under normal daily circumstances, and as a result, reduce the risk of emergencies and disasters.

a. Federal

Primary federal agencies with responsibility for hazardous materials management include the USEPA, U.S. Department of Labor's Occupational Safety and Health Administration (OSHA), and U.S. Department of Transportation (USDOT). The major federal laws enforced by these agencies are described below.

Comprehensive Environmental Response, Compensation, and Liability Act

Enacted in 1980, CERCLA, commonly known as Superfund, creates a tax on the chemical and petroleum industries and provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The tax goes into a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. A summary of CERCLA is as follows:

- Establishes prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provides for liability of persons responsible for releases of hazardous waste at these sites; and
- Establishes a trust fund to provide for cleanup when no responsible party could be identified.

CERCLA also established the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). The CERCLIS database was renamed to Standardized Emergency Management System (SEMS) by USEPA in 2015. SEMS is the USEPA's system for tracking potential hazardous-waste sites within the Superfund program. In addition, CERCLA authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on the USEPA's NPL.

CERCLA also enabled the revision of the National Contingency Plan (NCP), which provides guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 gives the USEPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation,

treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976, codified in Title 40 of the Code of Federal Regulations (CFR), to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. More specifically, in California, polychlorinated biphenyls (PCBs) are regulated by both State (RCRA and Title 22 of the California Code of Regulations [CCR]) and federal (TSCA) rules. TSCA has banned the manufacture, processing, use, and distribution in commerce of PCBs. TSCA gives USEPA the authority to develop, implement and enforce regulations concerning the use, manufacture, cleanup, and disposal of PCBs. TSCA also establishes USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by USEPA.[1]

U.S. Department of Transportation Regulations

USDOT prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers that transport hazardous waste on public roads. The Secretary of the USDOT receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 U.S. Code (U.S.C.) Section 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 U.S.C. The Pipeline and Hazardous Materials Safety Administration (PHMSA), formerly the Research and Special Provisions Administration, was delegated the responsibility to write the hazardous materials regulations, which are contained in Title 49 of the CFR Parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary "may authorize any officer, employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any 'person' in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any 'person' of hazardous materials in commerce."

Occupational Safety and Health Act of 1970

The U.S. Department of Labor's OSHA was created to assure safe and healthful working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. The Occupational Safety and Health Act, which is implemented by OSHA, contains provisions with respect to hazardous materials handling. Federal Occupational

[1] USEPA*, 40 CFR Park 745, Rules 402 and 404*, August 29, 1996.

Safety and Health Act requirements, as set forth in Title 29 of the CFR Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker's right-to-know. OSHA has delegated the authority to administer OSHA regulations to the State of California.

Title 49 of the CFR, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity specific requirements.

Research and Special Programs Administration

The Research and Special Programs Administration's (RSPA) regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging and labeling requirements, operational rules for shippers, and training. They apply to hazardous waste shipments and interstate; intrastate; and foreign commerce by air, rail, ships and motor vehicles. The Federal Highway Administration (FHWA) is responsible for highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous materials regulations include emergency response provisions, such as incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

Other Hazardous Materials Regulations

In addition to the USDOT regulations for the safe transportation of hazardous materials, there are other applicable federal laws that also address hazardous materials:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

b. State

The primary State agencies with jurisdiction over hazardous chemical materials management are the DTSC and the Los Angeles Regional Water Quality Control Board (LARWQCB). Other State agencies involved in hazardous materials management include California OSHA (CalOSHA) and the State Office of Emergency Services (CalOES).

Authority for statewide administration and enforcement of RCRA rests with DTSC. While DTSC has primary State responsibility in regulating the generation, storage, and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, DTSC is responsible and/or provides oversight for contamination cleanup and administers statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) manage the aftermath of improper hazardous waste management by overseeing site cleanups; (2)

prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

The storage of hazardous materials in USTs is regulated by the SWRCB, which delegates authority to the Regional Water Quality Control Board (RWQCB) on the regional level, and typically to the local fire department on the local level.

The CalOSHA program is administered and enforced by the Division of Occupational Safety and Health. CalOSHA is similar to the federal OSHA program. Both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, CalOSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The CalOES Hazardous Materials (HazMat) section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the HazMat section staff is called upon to provide State and local emergency managers with emergency coordination and technical assistance.

California Occupational Safety and Health Act – California Labor Code, Section 6300 et seq.

The California Occupational Safety and Health Act of 1973 addresses California employee working conditions, enables the enforcement of workplace standards, and provides for advancements in the field of occupational health and safety. The Act also created CalOSHA, the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. CalOSHA's standards are generally more stringent than federal regulations. Under the former, the employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure. The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. At sites known or suspected to be contaminated by hazardous materials, workers must have training in hazardous materials operations and a Site Health and Safety Plan must be prepared, which establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

California Code of Regulations, Title 22, Hazardous Waste Management

At the State level, under Title 22, Division 4.5 of the CCR, DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California Health and Safety Code (HSC). The Hazardous Waste Control Law (HWCL), under CCR 22, Chapter 30, establishes regulations that are similar to RCRA but more stringent in their application and empowers the DTSC to administer the State's hazardous waste program and implement the federal program in California. The DTSC is responsible for permitting, inspecting, ensuring compliance, and imposing corrective action programs to ensure that entities that generate, store, transport, treat, or dispose of potentially hazardous materials and waste comply with federal and State laws. The DTSC defines hazardous waste as waste with a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment.

The DTSC shares responsibility for enforcement and implementation of hazardous waste control laws with the SWRCB and, at the local level, the LARWQCB, and city and county governments.

California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b)

CCR 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications as well as waste management requirements for waste treatment, storage, or disposal in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allows regional water boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of CCR 23, Chapter 15 applies to cleanup and abatement actions for unregulated hazardous waste discharges to land (e.g., spills).

California Fire Code, Title 24, Part 9

The 2019 California Fire Code, written by the California Building Standards Commission, is based on the 2018 International Fire Code (IFC). The IFC is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes.

c. Regional

South Coast Air Quality Management District Rule 1403

South Coast Air Quality Management District (SCAQMD) Rule 1403 establishes asbestos survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Rule 1403 incorporates the requirements of the federal asbestos requirements found in the National Emission Standards for Hazardous Air Pollutants (NESHAP) found in CFR Title 40, Part 61, Subpart M. USEPA has delegated SCAQMD the authority to enforce the federal asbestos NESHAP, and SCAQMD is the local enforcement authority for asbestos.

d. Local

In West Hollywood, the local Certified Unified Program Agency (CUPA) is Los Angeles County CUPA, which is managed by the LACoFD HHMD. The LACoFD oversees UST and piping removal per the City of West Hollywood Municipal Code.

Health Risk Assessment Regulatory Oversight

Regulatory agencies such as the USEPA, DTSC, and Office of Environmental Health Hazard Assessment set forth guidelines that list concentration thresholds over which contaminants may pose a risk to human health. The USEPA combines current toxicity values of contaminants with exposure factors to estimate concentrations of contaminants that may pose a risk to human health. The concentrations set forth by the USEPA are termed Regional Screening Levels (RSL) for various pollutants in soil, air, and tap water (USEPA 2020). RSL concentrations can be used to screen pollutants in environmental media, trigger further investigation, and provide an initial cleanup goal.

RSLs for soil contamination have been developed for both industrial and residential land uses. Residential RSLs are more conservative than industrial RSLs and take into account the possibility of the contaminated environmental media coming into contact with sensitive receptor sites such as schools and childcare facilities. RSLs consider exposure to pollutants by means of ingestion, dermal contact, and inhalation.

Groundwater Regulatory Oversight

The DTSC has set forth Screening Levels (DTSC-SLs) for select contaminants in soil, indoor air, and tap water based on values calculated using State toxicity criteria and risk assessment procedures. While the majority of the DTSC-SLs reflect RSL values, some values are more conservative (DTSC 2020). Both the USEPA and the California Department of Health Services (DHS) promulgate regulations with respect to the concentration of various chemicals in drinking water. The DHS thresholds for drinking water are generally stricter than those set by the USEPA. Primary maximum contaminant levels (CalMCLs) are established for a number of chemical and radioactive contaminants (Title 22, Division 4, Chapter 15, CCR) in groundwater. CalMCLs are often used by regulatory agencies to determine cleanup standards when contaminants affect groundwater with beneficial uses or potential beneficial uses as drinking water aquifers.

The SWRCB and LARWQCB regulate water quality in the State of California pursuant to statutory requirements set forth in the Porter-Cologne Water Quality Control Act (Cal. Water Code, Section 13000 et seq.), including oversight of water monitoring and contamination cleanup and abatement.

City of West Hollywood Safety and Noise Element

The City's Safety and Noise Element identifies, prevents, mitigates, and manages reasonably anticipated hazards to the city, including exposure to hazardous materials. Policies from the Safety and Noise Element related to potential hazardous materials related to a project are listed below.

SN-2.1 As feasible, continue to avoid toxic cleaning and building materials and products in civic facilities and services to avoid health impacts to building occupants, visitors, maintenance crew, and to minimize environmental pollution to the soil, air, and water from material production and disposal.

SN-2.2 Provide 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 materials contamination.

SN-2.3 Encourage non-toxic 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, 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, reproductive toxicity or other health-related concerns.

4.4.3 Environmental Impacts

a. Thresholds of Significance

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. The Initial Study prepared for the project (Appendix B) determined that a potentially significant impact might occur under the following thresholds and therefore are analyzed in this section of the EIR:

> **Threshold 4.4-1:** 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
>
> **Threshold 4.4-2:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school
>
> **Threshold 4.4-3:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment

The Initial Study found no potentially significant impacts related to the transport, use, or disposal of hazardous materials, airports, emergency response plans, or wildland fires; therefore, these issues are not studied further herein.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard or excessive noise for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

b. Methodology

This impact analysis addresses the potential to encounter hazardous substances during future project construction in the city and the potential to create a significant hazard to the public or the environment. The evaluation was performed based on current conditions in the city, information in environmental databases, applicable regulations and guidelines, and future development that may have the potential to introduce hazards. Relationships and proximities of potential future development to schools were also identified.

4.4.4 Project Impacts and Mitigation Measures

Threshold 4.4-1:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
Threshold 4.4-2:	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school?

Impact HAZ-1 DEMOLITION AND CONSTRUCTION ACTIVITIES ASSOCIATED WITH REASONABLY FORESEEABLE DEVELOPMENT ACCOMMODATED UNDER THE HOUSING ELEMENT UPDATE MAY RESULT IN THE RELEASE OF POTENTIALLY HAZARDOUS MATERIALS AND MAY OCCUR WITHIN A QUARTER MILE OF A SCHOOL. HOWEVER, COMPLIANCE WITH REGIONAL AND FEDERAL REGULATIONS RELATED TO HAZARDOUS MATERIALS AND COMPLIANCE WITH THE CITY'S SAFETY AND NOISE ELEMENT POLICIES WOULD MINIMIZE THE RISK OF RELEASES AND EXPOSURE TO THESE MATERIALS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Housing Element Update would accommodate infill housing and mixed-use (residential-commercial) development in urbanized areas of the city. Infill development under the Housing Element Update would likely involve demolition of existing structures. Demolition could result in emission of lead and asbestos. However, lead-based materials and asbestos exposure are regulated by CalOSHA. CCR Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards. Under this rule, construction workers (and by extension, neighboring properties) may not be exposed to lead at concentrations greater than 50 micrograms per cubic meter of air averaged over an eight-hour period and exposure must be reduced to lower concentrations if the workday exceeds eight hours. Similarly, CCR Section 1529 sets requirements for asbestos exposure assessments and monitoring, methods of complying with exposure requirements, safety wear, communication of hazards, and medical examination of workers.

The control of asbestos during demolition or renovation of buildings is regulated under the FCAA. The FCAA requires a thorough inspection for asbestos where demolition will occur and specifies work practices to control emissions, such as removing all asbestos-containing materials, adequately wetting all regulated asbestos-containing materials, sealing the material in leak tight containers and disposing of the asbestos-containing waste material as expediently as practicable (USEPA 2021). Compliance with the CCR and FCAA would reduce the potential hazards and risks associated with release of lead and asbestos to a less than significant level.

The Housing Element Update would accommodate development of up to 4,284 new residential units and various commercial spaces. Housing and other residential uses do not utilize hazardous materials, and thereby pose little risk of exposing the public to hazardous materials. Commercial uses associated with mixed-use developments would be subject to compliance with CCR, CalOSHA, and other agencies to ensure hazardous materials risks to the public are also minimized. In addition, policies SN-2.1 through SN-2.3 in the City's Safety and Noise Element aim to minimize community exposure to hazardous and potentially hazardous materials by avoiding toxic cleaning and building materials and products in civic facilities and services; providing information, opportunities, and incentives to the community for proper disposal of toxic materials; and encouraging non-toxic materials and products in homes and businesses as an alternative to products containing potentially hazardous materials (West Hollywood 2011). Compliance with these policies would further prepare the City, and protect the public, in the event of an accidental spill or exposure.

A majority of the sites identified to accommodate housing units under the proposed project would be located in commercial areas, resulting in the conversion of commercial to residential uses and thereby reducing the potential for businesses using hazardous materials to occur within a quarter mile of West Hollywood's existing schools and childcare facilities.

As mentioned in the *Environmental Setting*, there are 27 sites from the Housing Element Site inventory that are located within a quarter mile radius of existing schools and childcare facilities in West Hollywood. Hazardous materials and waste generated from reasonably foreseeable development accommodated under the proposed project at these 27 sites would not pose a health risk to nearby schools or childcare facilities as a majority of these developments would be residential, which is a use that does not typically handle or emit hazardous materials or substances. Additionally, if any of the 27 sites include mixed-use residential developments, businesses developed as part of these developments that handle or have on-site storage of hazardous materials would be required to comply with the provisions of the California Fire Code and the HHMD CUPA requirements set forth in the California Health and Safety Code, Division 20, Chapter 6.95, Articles 1 and 2. As described in the *Regulatory Setting* above, all businesses that handle more than a specified amount of hazardous materials are required to submit a hazardous materials business plan to a regulating agency, in this case, the HHMD. Therefore, reasonably foreseeable development accommodated under the proposed project at these 27 sites would not result in use of new hazardous material use within a quarter mile radius of existing schools and childcare facilities in West Hollywood, and impacts would be less than significant.

Implementation of Policies SN-2.1 through SN-2.3 of the City's Safety and Noise Element would minimize risks associated with the accidental release of hazardous materials during operation of the residential and commercial spaces. Additionally, compliance with all other appropriate federal, State, and local agencies, such as CCR and CalOSHA, would minimize the risk of the public's potential exposure to these materials. Therefore, impacts to the public or environment through the accidental release or exposure to hazardous materials as a result of project implementation would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4.4-3:	Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-2 IMPLEMENTATION OF THE HOUSING ELEMENT UPDATE WOULD ACCOMMODATE DEVELOPMENT ON OR NEAR HAZARDOUS MATERIALS SITES. HOWEVER, COMPLIANCE WITH APPLICABLE REGULATIONS RELATING TO SITE CLEANUP AND IMPLEMENTATION OF MITIGATION MEASURE HAZ-1 WOULD MINIMIZE HAZARDS FROM DEVELOPMENT ON CONTAMINATED SITES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

As mentioned in the *Environmental Setting*, out of the 35 sites that were included in the Housing Element site inventory, there are 10 sites (Sites 1, 3, 4, 8, 9, 10, 12, 13, 25, and 26) that are located on or in proximity to sites that contain, or potentially contain, contaminated or hazardous materials (shown in Figure 4.4-1). A full list of all sites identified by DTSC and SWRCB as containing or

potentially containing hazardous materials contamination within the city and their cleanup status can be reviewed in Appendix D (DTSC 2021; SWRCB 2021).

The Housing Element Update would not directly result in project development as it is a policy document. However, reasonably foreseeable development accommodated under the proposed project at the 10 sites identified as being located on or in proximity to sites containing or potentially containing hazardous materials contamination could expose construction workforce during ground activities, such as grading, to hazardous materials present or potentially present on-site. In addition, future occupants could potentially be exposed through contaminated soil or drinking water resulting from hazardous materials present on-site. As such, impacts related to the release of hazardous materials are potentially significant. Mitigation Measure HAZ-1 would be required to ensure an assessment of hazardous materials contamination and potential remediation occurs prior to construction activities. Any future development accommodated under the proposed project occurring at these 10 sites would be preceded by remediation and cleanup under the supervision of the RWQCB or DTSC before construction activities could commence.

It is also possible that USTs in use prior to permitting and record keeping requirements may be present in the city. If an unidentified UST were uncovered or disturbed during construction activities, it would be removed under permit by the HHMD; if such removal would potentially undermine the structural stability of existing structures, foundations, or impact existing utilities, the tank might be closed in place without removal. Tank removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing standards contained in Division 20, Chapters 6.7 and 6.75 (Underground Storage Tank Program) of the California Health and Safety Code as enforced and monitored by the HHMD. Therefore, potential impacts associated with USTs are less than significant upon compliance with applicable regulations.

The extent to which groundwater may be affected by an underground tank, if at all, depends on the type of contaminant, the amount released, the duration of the release, and depth to groundwater. If groundwater contamination is identified during a Phase I or Phase II Environmental Site Assessment (ESA), characterization of the vertical and lateral extent of the contamination and remediation activities would be required by the RWQCB prior to the commencement of any new construction activities that would disturb the subsurface. If contamination exceeds regulatory action levels, the developer would be required to undertake remediation procedures prior to grading and development under the supervision of the RWQCB, depending upon the nature of any identified contamination. Compliance with existing State and local regulations as well as implementation of Policies SN-2.1 through SN-2.3 in the City's Safety and Noise Element would reduce impacts to a less than significant level.

Mitigation Measures

HAZ-1 Property Assessment – Phase I and II ESAs

Prior to the start of construction (demolition or grading), the project applicant shall retain a qualified environmental professional (EP), as defined by American Society for Testing and Materials (ASTM) E-1527, to complete one of the following:

If the project is not listed in Appendix D of this EIR, DTSC's GeoTracker, or SWRCB's EnviroStor, then the proponent shall retain a qualified environmental consultant, California Professional Geologist

(PG) or California Professional Engineer (PE), to prepare a Phase I ESA. If the Phase I ESA identifies recognized environmental conditions or potential concern areas, a Phase II ESA shall be prepared.

If the project is listed in Appendix D of this EIR, DTSC's GeoTracker or SWRCB's EnviroStor, then the project proponent shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase II ESA to determine whether the soil, groundwater, and/or soil vapor has been impacted at concentrations exceeding regulatory screening levels for commercial/industrial land uses. Any and all recommended actions included in the Phase II ESA will be followed. This may include the preparation of a Soil Management Plan (SMP) for Impacted Soils (see below) prior to project construction and/or completion of remediation at the proposed project prior to on-site construction.

The completed ESAs shall be submitted to the lead agency for review and approval prior to issuance of building or grading permits.

SOIL MANAGEMENT PLAN REQUIREMENTS

The SMP, or equivalent document, shall be prepared to address on-site handling and management of impacted soils or other impacted wastes, and reduce hazards to construction workers and off-site receptors during construction. The SMP shall be submitted to the lead agency, and must establish remedial measures and/or soil management practices to ensure construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the site. These measures and practices may include, but are not limited to:

- Stockpile management including stormwater pollution prevention and the installation of BMPs
- Proper disposal procedures of contaminated materials
- Monitoring and reporting
- A health and safety plan for contractors working at the site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection
- The health and safety plan will also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

The lead agency shall review and approve the development site SMP for impacted soils prior to demolition and grading (construction).

SOIL REMEDIATION REQUIREMENTS

If soil present within the construction envelope at the development site contains chemicals at concentrations exceeding hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), the project proponent shall retain a qualified environmental consultant (PG or PE), to conduct additional analytical testing and recommend soil disposal recommendations, or consider other remedial engineering controls, as necessary.

The qualified environmental consultant shall utilize the development site analytical results for waste characterization purposes prior to off-site transportation or disposal of potentially impacted soils or other impacted wastes. The qualified environmental consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

The project applicant shall review and approve the disposal recommendations prior to transportation of waste soils off-site, and review and approve remedial engineering controls, prior to construction.

Remediation of impacted soils and/or implementation of remedial engineering controls, may require additional delineation of impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and off-site disposal or recycling.

The lead agency will review and approve the development site disposal recommendations prior to transportation of waste soils off-site and review and approve remedial engineering controls, prior to construction.

Significance After Mitigation

Mitigation Measure HAZ-1 requires that any development near an active hazardous materials site would be preceded by investigation, remediation, and cleanup under the supervision of the RWQCB or DTSC, before construction activities could begin. In addition, HAZ-1 requires that any potential development site location listed on DTSC or SWRCB (Appendix D) conducts a Phase II ESA for soil sampling and environmental professional recommendations for remediation, as needed, which would reduce potential impacts to a less than significant level. Therefore, the construction and operation of future development accommodated under the proposed project at the 10 sites within the Housing Element site inventory that have been identified as being located on or in proximity to sites containing or potentially containing hazardous materials contamination would not create a significant hazard to the public or environment. The proposed mitigation measure would reduce potential contamination impacts to a less than significant level.

This mitigation measure consists of procedural actions which would not result in physical changes in the environment that could result in secondary impacts. Any potential remediation of contamination would be required to comply with regulations and regulatory agency oversight, which may require subsequent environmental review. Any impacts from remediation would be speculative at this time.

4.4.5 Cumulative Impacts

Cumulative development would consist of the project as well as additional projects proposed within the City of West Hollywood. Cumulative development could contribute to an increase in hazards related to the use of, and exposure to, hazardous materials. Implementation of the City's General Plan would help guide and accommodate the projected growth within the city and would utilize policies to ensure safety in West Hollywood communities.

Reasonably foreseeable development accommodated under the Housing Element Update may result in the removal of existing commercial uses, which would cumulatively reduce the risk for businesses utilizing hazardous materials to occur within proximity to residences. However, any demolition of existing structures could potentially expose additional residents to hazardous materials. Implementation of policies SN-2.1 through SN-2.3 in the City's Safety and Noise Element would minimize risks associated with the accidental release of hazardous materials during operation of the residential and commercial spaces. Additionally, compliance with all other appropriate federal, State, and local agencies, such as CCR and Cal OSHA, would minimize the risk of the public's potential exposure to these materials. Therefore, impacts to the public or the environmental through accidental release or exposure to hazardous materials as a result of project implementation would be less than significant.

Existing potentially hazardous sites in the city (Figure 4.4-1) could be impacted if reasonably foreseeable development accommodated under the Housing Element Update is proposed on a previously-identified hazardous materials site or if the site is within a quarter mile of a school. However, implementation of Mitigation Measure HAZ-1 would ensure that impacts related to close proximity to hazardous materials sites would be less than significant by requiring added site assessment and cleanup measures prior to project construction.

Compliance with existing laws and regulations, and implementation of these measures, would minimize the potential for the proposed project to contribute to cumulatively considerable impacts related to hazards or hazardous materials. Therefore, implementation of the project would have an incremental contribution to cumulative impacts associated with hazards and hazardous materials but would not be cumulatively considerable. Cumulative impacts would be less than significant.

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4.5 Noise

This section evaluates noise and groundborne vibration impacts resulting from construction and operation of reasonably foreseeable development accommodated under the Housing Element Update, including the exposure of noise-sensitive receivers to substantial or incompatible noise levels.

4.5.1 Environmental Setting

a. Fundamentals of Noise

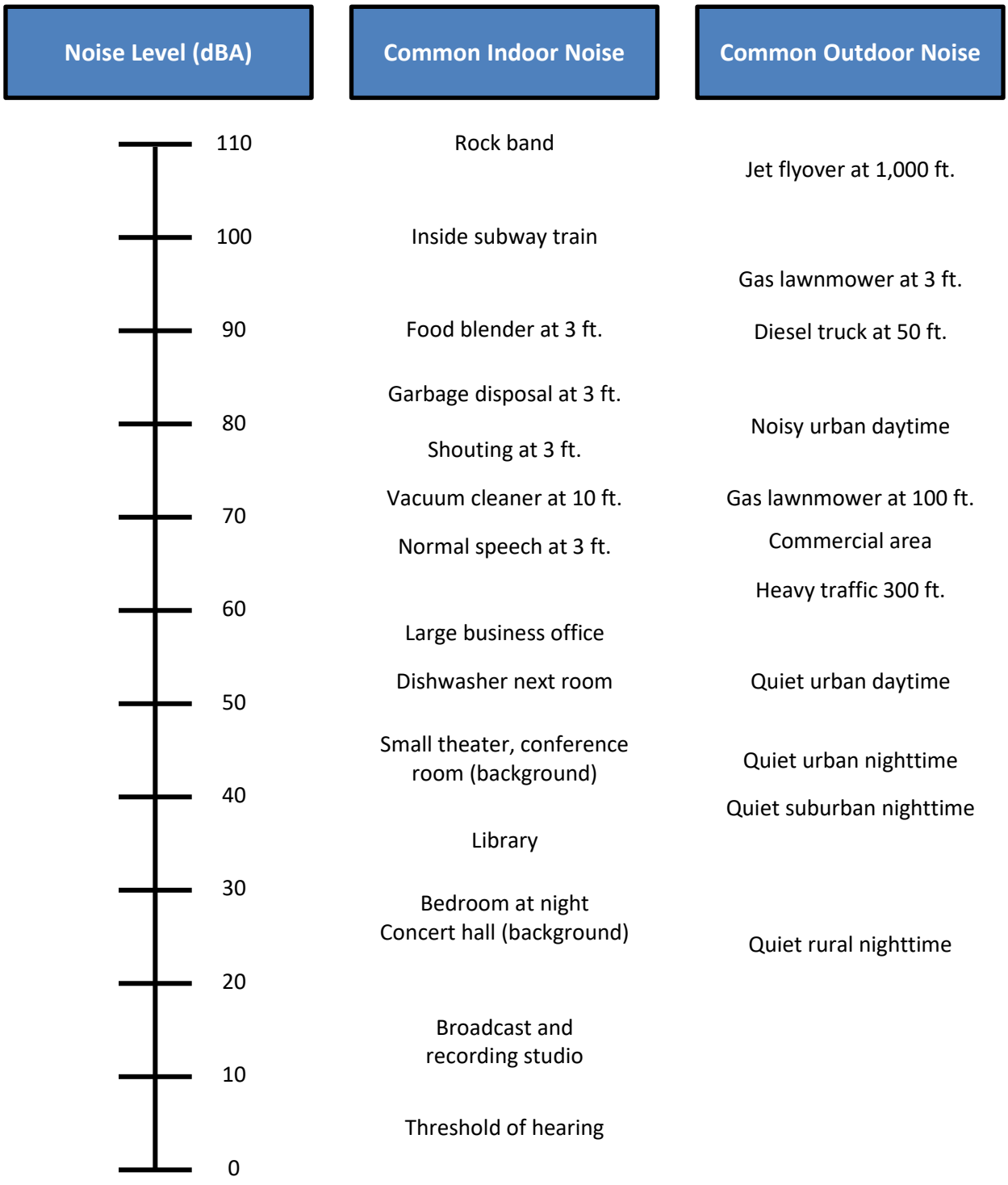
Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007). Common outdoor and indoor noise sources and their typical corresponding A-weighted noise levels are shown in Figure 4.5-1.

Human perception of noise has no simple correlation with sound energy. The perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013).

Figure 4.5-1 Examples of Typical Noise Levels



Source: Caltrans 2013

Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants' exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60- to 65-dBA L_{eq} range and ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (L_{dn} or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are typically in the 50 to 70+ CNEL range.

Propagation

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of approximately 6 dBA for each doubling of distance.

Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is approximately 3 dBA for each doubling of distance.

b. Fundamentals of Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a

vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Response to Vibration

Vibration associated with construction has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts. As shown in Table 4.5-1 and Table 4.5-2, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2020) identifies guideline impact criteria for damage to buildings and additional impact criteria for annoyance to humans from transient and continuous/frequent sources.

Table 4.5-1 Building Vibration Damage Potential

Structure and Condition	Maximum PPV (in./sec.) Transient Sources	Maximum PPV (in./sec.) Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient mountains	0.12	0.08
Fragile buildings	0.20	0.10
Historic and similar old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Table 4.5-2 Vibration Annoyance Potential

Human Response	Maximum PPV (in./sec.) Transient Sources	Maximum PPV (in./sec.) Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

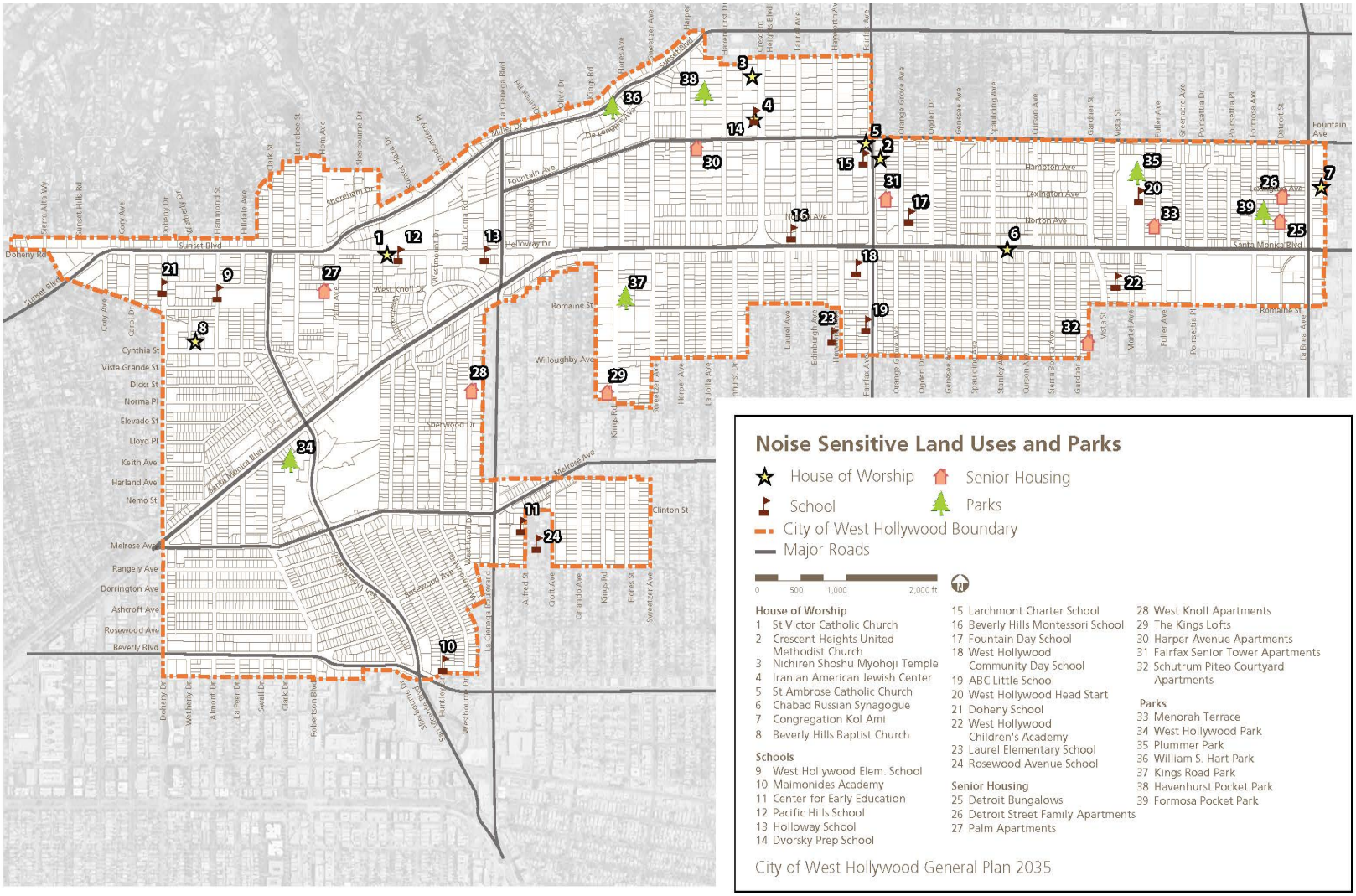
c. Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the West Hollywood General Plan 2035 Safety and Noise Element, residences, senior housing, schools, hospitals, places of worship, and parks are considered noise-sensitive uses because the presence of excessive noise may interrupt normal activities typically associated with these uses (West Hollywood 2011).

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as hospitals, schools, and churches. However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment). Other uses that may have particular sensitivity to groundborne vibration include historic sites and structures. Refer to Section 4.2, *Cultural Resources and Tribal Cultural Resources*, for a discussion of historic properties in the city, which may be particularly sensitive to increases in groundborne vibration levels due to the possibility for these properties to have aging architecture and/or infrastructure.

According to the General Plan 2035 Land Use and Urban Form Element, the city predominantly consists of land that is designated for residential purposes, totaling approximately 66 percent of the city's net buildable land (West Hollywood 2011). Therefore, residential uses comprise most of the sensitive receivers in the city. Figure 4.5-2 indicates the location of sensitive receivers or uses (except for residential uses) and parks in the city.

Figure 4.5-2 Noise-Sensitive Land Uses and Parks



Source: West Hollywood 2011

d. Existing Conditions

Noise Sources

The overall noise environment in West Hollywood is characterized by the accumulation of noise from transportation and stationary sources. According to the Final Program Environmental Impact Report (PEIR) prepared for the General Plan, the most prevalent and steady noise source in West Hollywood is 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 (e.g., La Cienega Boulevard and San Vicente Boulevard) that comprise the rest of the city's primary circulation system. In addition to transportation-related noise, the city experiences stationary noise from industrial facilities, commercial centers, entertainment and night life venues (e.g., restaurants and bars), construction activities, business operations, and everyday activities associated with residential neighborhoods (e.g., landscape maintenance, dog barking) (West Hollywood 2011).

The General Plan 2035 Safety and Noise Element includes noise contours developed using information about current and future land uses and traffic volumes throughout the city.[1] Figure 4.5-3 depicts modeled 60-, 65-, and 70-CNEL noise contours representative of existing conditions. Figure 4.5-4 depicts the forecast noise contours associated with future growth accompanied by a citywide increase in traffic volumes for the year 2035. The extent to which existing land uses in West Hollywood are affected by traffic noise depends on their respective proximity to major roadways and their individual sensitivity to noise. As shown in Figure 4.5-3 and Figure 4.5-4, land uses with proximity to the following roadways are exposed to noise levels between 60 and 70 CNEL under both existing and future scenarios (West Hollywood 2011):

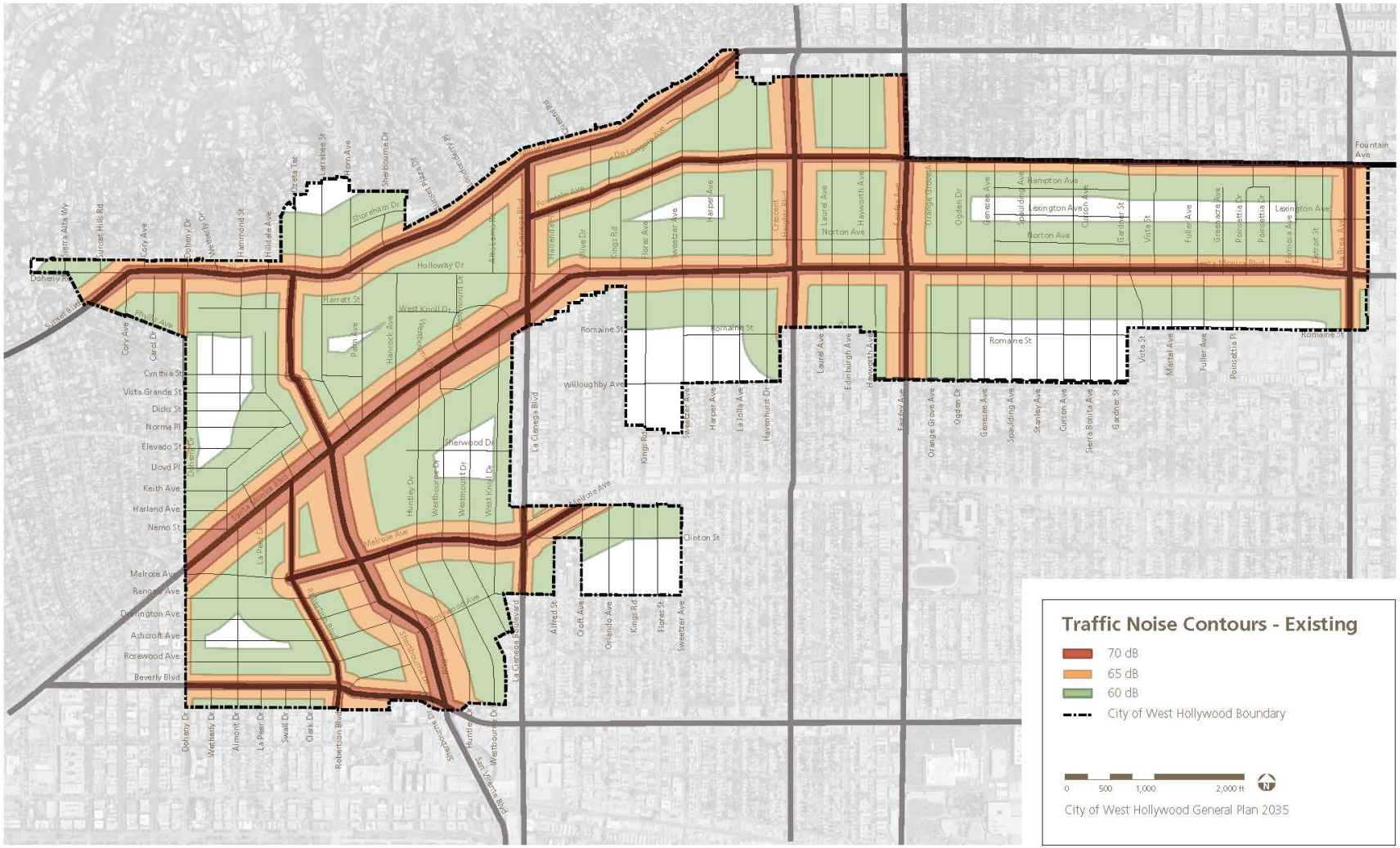
- West Sunset Boulevard
- Santa Monica Boulevard
- Melrose Avenue
- Beverly Boulevard
- North Doheny Drive
- North San Vicente Boulevard
- North La Cienega Boulevard
- North Crescent Heights Boulevard
- North Fairfax Avenue
- North La Brea Avenue

Vibration Sources

Sources of vibration in the city, similar to that of the noise environment, are also primarily motor vehicles along roadways. Heavy truck traffic and bus operations on roadways generate groundborne vibration, which varies depending on vehicle type, weight, and pavement conditions. Vibration may also be generated by construction equipment (e.g., earth-moving equipment and pile driving); however, these sources are temporary and vary on a project-by-project basis. In addition, commercial or industrial activities may generate vibration from the use of heavy equipment (e.g., cement plant located on North La Brea Avenue) (West Hollywood 2011).

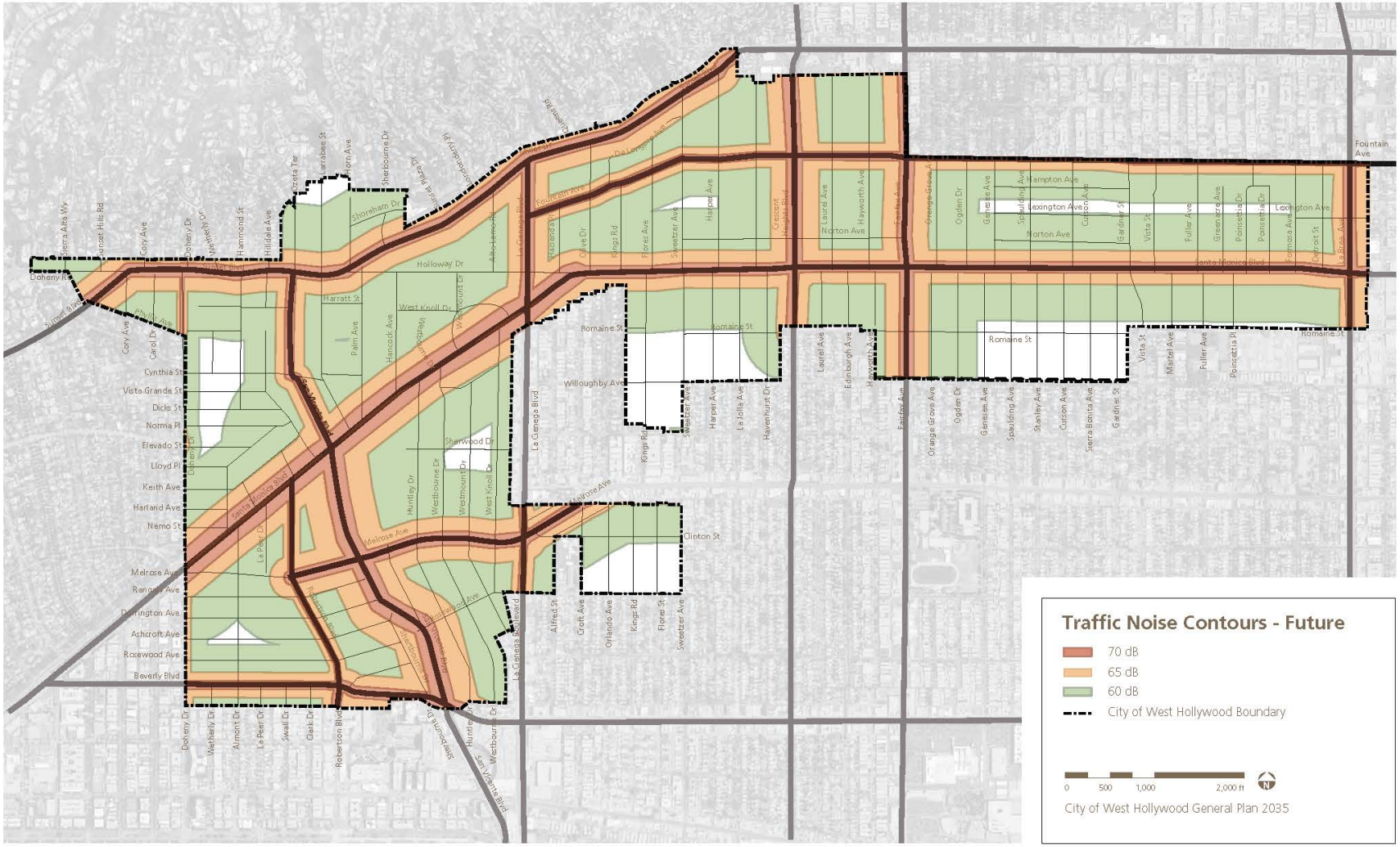
[1] Noise contours consist of modeled areas of similar noise exposure that do not consider the presence of structures (e.g., buildings and solid walls) and natural topography (e.g., slopes) that obstruct the line-of-sight between a noise source and a receiver and further reduce noise levels.

Figure 4.5-3 Existing Traffic Noise Contours



Source: West Hollywood 2011

Figure 4.5-4 Future (Year 2035) Traffic Noise Contours



Source: West Hollywood 2011

4.5.2 Regulatory Setting

a. Federal and State Regulations

Occupational Safety and Health Act of 1970

Under the Occupational Safety and Health Act of 1970, the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.

California Building Code, Title 24, Part 2, Section 1206.4

According to the 2019 California Building Code (CBC), Title 24, Part 2, Section 1206.4 (Allowable Interior Noise Levels) of the California Code of Regulations, interior noise levels attributable to exterior sources shall not exceed 45 CNEL in any habitable room. A habitable room is typically a residential room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation.

California Department of Transportation

As discussed in the *Environmental Setting* of this section, Caltrans has developed limits for the assessment of vibration from transportation and construction sources, which are reflective of standard practice for analyzing vibration impacts. Table 4.5-1 presents the impact criteria for structural damage to buildings and Table 4.5-2 presents the criteria for annoyance to humans.

The State noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City of West Hollywood must adhere.

b. Local Regulations

West Hollywood General Plan 2035 Safety and Noise Element

The General Plan 2035 Safety and Noise Element is intended to identify sources of noise and provide goals, objectives, and policies that ensure that noise from various sources, including transportation and stationary sources, does not create an unacceptable noise environment. As shown in Table 4.5-3, the City has adopted land use compatibility standards for use in assessing the compatibility of various land use types that are exposed to noise levels generated by transportation sources, predominantly from vehicular traffic. A project is considered to be compatible with the noise environment if the noise exposure level falls within Zone A or Zone B. According to the City's standards shown in Table 4.5-3, ambient noise up to 60 CNEL is normally acceptable (Zone A) whereas ambient noise up to 70 CNEL is conditionally acceptable for residences (Zone B). The General Plan 2035 Safety and Noise Element also requires provision of sufficient insulation as part of residential building design to reduce interior ambient noise levels to 45 CNEL and comply with Title 24, Part 2, California Code of Regulations (West Hollywood 2011).

Table 4.5-3 Noise/Land Use Compatibility Matrix

Land Use Category	Zone A Normally Acceptable[1] (CNEL/L_{dn})	Zone B Conditionally Acceptable[2] (CNEL/L_{dn})	Zone C Normally Unacceptable[3] (CNEL/L_{dn})	Zone D Clearly Unacceptable[4] (CNEL/L_{dn})
Residential	Up to 60	61-70	71-75	76 and higher
Transient Lodging – Motels, Hotels	Up to 60	61-75	76-80	81 and higher
Schools, Libraries, Churches, Hospitals, Nursing Homes	Up to 60	61-70	71-80	81 and higher
Auditoriums, Concert Halls, Amphitheaters	–	Up to 70	–	71 and higher
Sports Arenas, Outdoor Spectator Sports	–	Up to 75	–	76 and higher
Playgrounds, Parks	Up to 70	–	71-75	76 and higher
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Up to 70	–	71-80	81 and higher
Offices Buildings, Business Commercial, and Professional	Up to 65	66-75	76 and higher	–
Industrial, Manufacturing, Utilities, Agriculture	Up to 70	71-80	81 and higher	–

[1] Zone A – Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

[2] Zone B – Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design

[3] Zone C – Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

[4] Zone D – Clearly Unacceptable: New construction or development should not be undertaken

Source: West Hollywood 2011

When stationary noise is the primary noise source, the City applies separate standards for determining general compatibility of proposed residential properties, shown in Table 4.5-4. These noise levels represent the maximum acceptable levels for new developments as measured from any adjoining or proposed residential property in the city. Accordingly, as stated in the General Plan 2035 Safety and Noise Element, proposed new development should not cause, or if residential in nature, be exposed to a noise level that exceeds the noise levels shown in Table 4.5-4.

Table 4.5-4 Stationary Source Noise Standards for Noise-Sensitive Land Uses

	Daytime Hourly Noise Level (8 AM to 10 PM)	Nighttime Hourly Noise Level (10 PM to 8 AM)
Exterior Noise Standards	55 dBA L_{eq}	50 dBA L_{eq}

Note: Noise levels should be measured, or modeled, at the property line of the affected property or a primary exterior use area within the affected property.

Source: West Hollywood 2011

In addition to the City's compatibility noise standards, the following goals and policies from the General Plan 2035 Safety and Noise Element are relative to the Housing Element Update (West Hollywood 2011):

- **Goal SN-3: Minimize the impact of point source noise and ambient noise levels throughout the community.**
  - **Policy SN-3.1**: As feasible, ensure that construction and occupancy of new development is compatible with and does not exceed thresholds defining the acceptable noise environment in surrounding areas.
  - **Policy SN-3.2**: Require the inclusion of noise-reducing design features in development projects to address the impact of noise on residential development.
  - **Policy SN-3.3**: Review development proposals to ensure that noise standards and compatibility criteria set forth in the General Plan are met.
  - **Policy SN-3.4**: Require all proposed development within the 65 CNEL contour as shown on Figure 10-5 in the Safety and Noise Chapter of the General Plan to comply with Title 24, as amended.
  - **Policy SN-3.5**: Require all proposed multi-family residential uses within the 60 CNEL contour as shown on Figure 10-5 in the General Plan Safety and Noise Element to comply with Title 24, as amended.[2]
  - **Policy SN-3.6**: Require 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.
  - **Policy SN-3.7**: Require new development to meet adopted noise standards and regulations
- **Goal SN-4: Minimize transportation-related noise.**
  - **Policy SN-4.1:** Require new development and/or modifications to existing development to include sound-reducing design measures, where needed, to maintain compatibility with adjacent and surrounding uses.
- **Goal SN-5: Create a healthy physical environment related to noise.**
  - **Policy SN-5.1:** Work 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.
  - **Policy SN-5.2:** Require that mixed-use structures and areas be designed to prevent transfer of noise from commercial uses to residential uses.
  - **Policy SN-5.3:** Require 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.
  - **Policy SN-5.4:** Require 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.

[2] Figure 10-5 of the General Plan 2035 Safety and Noise Element is represented as Figure 4.5-4 in this section.

City of West Hollywood Municipal Code

The City's noise ordinance, found in Title 9, Article 2, Chapter 9.08 (Noise) of the City of West Hollywood Municipal Code (WHMC), prohibits specific noise sources from reaching excessive levels such that they disturb the comfort and tranquility of persons who live and work in the city.

As detailed in Section 9.08.050 of the WHMC, the City prohibits the following activities relative to residential development:

a. *Amplified Sound, Radios, and Musical Instruments, Etc.* The using, operating or permitting to be played, of any radio, musical instrument, stereo, television set, or instrument or device between the hours of 10:00 p.m. and 8:00 a.m. such that the production of volume is sufficiently loud as to be plainly audible at a distance of 25 feet from the source.

b. *Engines, Motors and Mechanical Devices in or Near Residential District.* The sustained, continuous or repeated operation or use between the hours of 10:00 p.m. and 8:00 a.m. of any motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance or facility unless such motor, engine, automobile, motorcycle, machine or mechanical device is enclosed within a sound insulated structure so as to prevent noise and sound from being plainly audible at a distance of 50 feet or more from such structure, or at a distance of 10 feet or more from any residence. Racing the engine of any motor vehicle or needlessly bringing to a sudden start or stop of any motor vehicle shall be prohibited at any time at any location.

c. *Loading and Unloading Waste in or Near Residential District.* Loading, unloading, opening, closing or other handling of boxes, containers, building materials, or similar objects in a residential district or within 50 feet of a residential district, between the hours of 10:00 p.m. and 8:00 a.m., excluding normal handling of solid waste, and recycling containers by a franchised collector pursuant to Title 15.

d. *Construction.*

    1. Construction between the hours of 7:00 p.m. and 8:00 a.m. on weekdays; or at any time on Saturday (except, between the hours of 8:00 a.m. and 7:00 p.m., interior construction is permissible); or at any time on Sunday, New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving, Christmas Day and observed holidays; all except as provided in subsection (d) of Section 9.08.060. If New Year's Day, Independence Day or Veterans Day falls on a weekend, then the following Monday or preceding Friday is a holiday.
    2. To minimize the disturbance to the surrounding community, the motors and engines for construction related vehicles and equipment shall not be left idling and shall be turned off when not in use.

e. *Noises by Animals.* No person shall permit any animal that is kept or maintained upon any premises owned, occupied or controlled by such person to permit such animal to emit any noise, sound, or cry which interferes with the comfortable enjoyment of life and property by any individual. It is hereby declared a public nuisance to keep, maintain or permit an animal which emits such noise upon any lot or parcel of land.

f. *Leaf Blowers.* The use or operation or allowing the use or operation of any portable machine powered with a combustion or gasoline engine used to blow leaves, dirt and other debris off sidewalks, driveways, lawns and other surfaces.

g. *Commercial Establishments Adjacent to Residential Property.* Notwithstanding any provision of this code to the contrary, continuous, repeated or sustained noise from the premises of any commercial establishment which is adjacent to one or more residential dwelling units, including any outdoor area part of or under the control of the establishment, between the hours of 10:00 p.m. and 8:00 a.m. that is plainly audible from the residential dwelling unit's property line.

h. *Loud Parties or Gatherings.* Generating any noise from a party, event or other gathering of people on private property (whether from a home, a commercial business or any other location in the city) that is determined by a law enforcement officer at the scene to constitute a threat to public peace, health and safety or a violation of this code or state law due to the magnitude of the crowd, the volume of noise, the level of disturbance to the surrounding neighborhood, unruly behavior, excessive traffic or destruction of property generated by the party or gathering.

4.5.3 Impact Analysis

a. Thresholds of Significance

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. The Initial Study prepared for the project (Appendix B) determined that a potentially significant impact might occur under the following thresholds, which are analyzed in this section of the EIR:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Generate excessive groundborne vibration or groundborne noise levels

The Initial Study found no potentially significant impacts related to exposure to airport noise; therefore, this issue is not studied further herein.

Construction Noise Thresholds

While the City does not have specific noise level criteria for assessing construction impacts, the FTA has developed guidance for determining whether construction of a project would result in a substantial temporary increase in noise levels. Based on FTA guidance, for residential land uses, a significant impact would occur if construction noise exceeds an eight-hour 80 dBA L_{eq} daytime noise limit or an eight-hour 70 dBA L_{eq} nighttime noise limit (FTA 2018). As described under *Regulatory Setting,* construction hours would comply with Section 9.08.050 of the WHMC and would not occur during nighttime hours between 7:00 p.m. and 8:00 a.m. Monday through Friday, or at any time on Saturday (except, between the hours of 8:00 a.m. and 7:00 p.m., interior construction is permissible), or at any time on Sunday, New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving, Christmas Day and observed holidays. Therefore, nighttime construction noise is not analyzed further in this section.

Operational Noise Thresholds

The City has adopted noise standards in the WHMC that regulate on-site operational noise sources in the city. The Housing Element Update would result in a significant impact if the accommodated 4,284 housing units generate noise from on-site sources in excess of WHMC standards included in Section 9.08.050 (as described under *Regulatory Setting*), which collectively regulate noise from operations that are typical to residential uses (e.g., sound-amplifying devices, engines, motors, mechanical devices, lawn maintenance equipment, outdoor activities).

Off-site operational noise (i.e., traffic noise) would result in a significant impact if housing development accommodated under the Housing Element Update would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA or more, which would be a perceptible increase in traffic noise.

Land Use Compatibility Thresholds

According to the City's land use compatibility standards shown in Table 4.5-3, ambient noise up to 60 CNEL is normally acceptable and ambient noise up to 70 CNEL is conditionally acceptable for single- and multi-family residences. The General Plan 2035 Safety and Noise Element also requires that sufficient insulation be provided as part of residential building design to reduce interior ambient noise levels to 45 CNEL and comply with Title 24, Part 2, California Code of Regulations (West Hollywood 2011).

Groundborne Vibration Thresholds

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2020) is used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Construction vibration impacts from housing development would be significant if vibration levels exceed the Caltrans criteria shown in Table 4.5-1 and Table 4.5-2. For example, impacts would be significant if vibration levels exceed 0.5 in./sec. PPV for residential structures and 2.0 in./sec. PPV for commercial structures, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Construction vibration impacts would also be significant if vibration levels exceed 0.12 in./sec. PPV for extremely fragile historic buildings, as shown in Table 4.5-1. In addition, construction vibration impacts would cause significant human annoyance at nearby receivers if vibration levels exceed 0.25 in./sec. PPV, which is the limit where vibration becomes distinctly perceptible from barely perceptible.

b. Methodology

The following discussion describes the methodology, including models, used to evaluate the significance of potential noise and vibration impacts related to the forecasted development of 4,284 housing units accommodated by the Housing Element Update. Noise modeling results associated with the analysis herein are included in Appendix E to this EIR.

Construction Noise

The primary source of temporary noise associated with the Housing Element Update would be construction activities generated by housing development. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps,

generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around a construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Each phase of construction has its own noise characteristics due to specific equipment mixes; some have higher continuous noise levels than others and some have high-impact intermittent noise levels (FTA 2018). Therefore, construction noise levels fluctuate depending on the type of equipment being used, construction phase, or equipment location. The size of urban infill project sites typically limits the use of the largest (i.e., noisiest) pieces of heavy-duty equipment. The size of a project site also typically limits the size of the development and the related duration of construction activities. For construction projects on vacant sites, grading activities typically generate the highest noise levels because grading involves the largest equipment and covers the greatest area. Foundation excavation and construction is often the second loudest phase, followed by paving and building construction.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the L_{eq} of the operation (FTA 2018).

For assessment purposes, noise levels for common construction equipment provided in the FTA *Transit Noise and Vibration Impact Assessment* (2018) guidance document were used to analyze potential noise levels associated with reasonably foreseeable development under the Housing Element Update. The FTA provides typical noise levels at 50 feet from various types of equipment. Construction noise was also estimated using the FHWA's Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at a distance of 50 feet from future development. Model results are included in Appendix E to this EIR.

On-site Operational Noise

The primary on-site noise sources associated with operation of housing developments, including in mixed-use developments, and those discussed in this analysis, would include noise from stationary heating, ventilation, and air conditioning (HVAC) equipment, on-site vehicle movement (e.g., delivery and trash hauling), and outdoor activities. Analysis of outdoor activity considers the existing noise environment and refers to regulations included in the City's noise ordinance (i.e., Article 2, Chapter 9.08 of the WHMC).

Specific planning data for HVAC systems are not available at this stage of analysis; however, for a reasonable assessment, specifications for a typical to larger-sized residential condenser was used to determine project HVAC noise. The unit used for this analysis is a Carrier 38HDR060 split system condenser. The manufacturer's noise data lists the unit as having a sound power level of 72 dBA (Carrier 2011).

Off-site Operational Noise

Housing development accommodated under the Housing Element Update would generate motor vehicle trips, thereby increasing off-site traffic on area roadways. The project's off-site traffic noise impacts are analyzed based on a trip generation rate of 5.44 trips per dwelling unit included in the California Emissions Estimator Model (CalEEMod), version 2020.4.0, used to model project emissions in Section 4.1, *Air Quality*, and Section 4.4, *Greenhouse Gas Emissions*, of this EIR.

Overall traffic noise impacts were estimated by using the trip generation rate to compare existing conditions (Year 2021) and future with project conditions (i.e., Year 2029 with the Housing Element Update). Based on current demographic data made available by the California Department of Finance (DOF), it is estimated that the City has a total of 25,890 housing units (DOF 2021). To determine a future scenario with implementation of the Housing Element Update, the total number of housing units accommodated under the project (i.e., 4,284 units) was added to the existing 25,890 housing units, resulting in a total of 30,174 housing units by the horizon year 2029.

Land Use Compatibility

Agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369*, the California Supreme Court explained that an agency is only required to analyze the potential impacts to future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Therefore, bringing a population into an area where noise currently exists is not a significant environmental impact under CEQA unless doing so would exacerbate noise conditions. Therefore, this section includes an analysis of potential exposure of new residences to excessive noise based on citywide growth accompanied by an increase in citywide traffic volumes over existing conditions.

Groundborne Vibration

Operation of reasonably foreseeable development accommodated under the Housing Element Update would not include any substantial vibration sources (e.g., use of heavy equipment). Rather, construction activities would have the greatest potential to generate groundborne vibration affecting sensitive receivers and/or structures adjacent to a construction site, especially during grading and when a site is located near a historic site or structure. As discussed in Section 4.2, *Cultural Resources/Tribal Cultural Resources*, there are 10 historic districts and thematic groupings in West Hollywood listed in, or recommended eligible for, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or City of West Hollywood Register. Of these, three districts and groupings (i.e., Sunset Strip District, Sunset Plaza Historic District, and Sherman Thematic Grouping) contain portions of the project area.

A quantitative assessment of potential vibration impacts from construction activities was conducted using equations developed by Caltrans (Caltrans 2020). Table 4.5-5 shows typical vibration levels for various pieces of construction equipment used in the construction vibration assessment.

Table 4.5-5 Typical Vibration Levels for Construction Equipment

Equipment	PPV (in./sec.) at 25 Feet
Pile Driver (Impact)	0.644
Pile Driver (Sonic)	0.170
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Sources: FTA 2018; Caltrans 2020

Because groundborne vibration could cause physical damage to structures and is measured in an instantaneous period, vibration impacts are typically modeled based on the distance from the location of vibration-intensive construction activities, which is conservatively assumed to be edge of a project site to the edge of the nearest off-site structures. For assessment purposes, vibration levels for the construction equipment shown in Table 4.5-5 were modeled at various incremental distances between 25 feet and 125 feet to analyze potential vibration levels associated with reasonably foreseeable development accommodated under the Housing Element Update. Vibration calculations are included in Appendix E to this EIR.

c. Project Impacts and Mitigation Measures

Threshold 4.6-1: Would the project result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact N-1 CONSTRUCTION ASSOCIATED WITH HOUSING DEVELOPMENT ACCOMMODATED UNDER THE HOUSING ELEMENT UPDATE WOULD BE REQUIRED TO COMPLY WITH THE ALLOWED DAYTIME CONSTRUCTION HOURS REGULATED BY THE WEST HOLLYWOOD MUNICIPAL CODE AND, THEREFORE, WOULD NOT OCCUR DURING NIGHTTIME HOURS WHEN PEOPLE ARE MORE SENSITIVE TO NOISE. WHILE IMPLEMENTATION OF MITIGATION MEASURES N-1A THROUGH N-1J WOULD REDUCE CONSTRUCTION NOISE LEVELS ASSOCIATED WITH HOUSING DEVELOPMENT TO ACCEPTABLE LEVELS, NOISE GENERATED BY HOUSING DEVELOPMENT MAY STILL EXCEED APPLICABLE STANDARDS IN INSTANCES WHERE THE UNDERLYING GEOLOGY OF A SITE RENDERS ALTERNATIVE METHODS TO PILE DRIVING INFEASIBLE AND IMPLEMENTATION OF MITIGATION MEASURE N-1H IS NOT PRACTICABLE. THEREFORE, NOISE IMPACTS FROM CONSTRUCTION ACTIVITIES RELATED TO THE HOUSING ELEMENT UPDATE WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Future construction activity associated with reasonably foreseeable development under the Housing Element Update would require the use of noise-generating equipment that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receiver, and presence or absence of noise attenuation barriers. Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in Table 4.5-6. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers)

and heavy-duty equipment (e.g., cranes, scrapers, and graders). Construction noise would occur intermittently throughout construction and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that are incrementally higher than what is shown in Table 4.5-6.

Table 4.5-6 Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 Feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Jackhammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Truck	84

Sources: FTA 2018

Sensitive receivers are located throughout the city and could be exposed to noise associated with construction activities from reasonably foreseeable development under the Housing Element Update. According to the General Plan 2035 Safety and Noise Element, residences, senior housing, schools, hospitals, places of worship, and parks are considered noise-sensitive uses (West Hollywood 2011). Numerous sites on the site inventory under the Housing Element Update are located near sensitive receivers. As an example, Site 5 of the site inventory under the Housing Element Update (see Figure 2-4 in Section 2, *Project Description*) is located adjacent to existing multi-family residences. Therefore, for most development sites, construction activities would occur within 50 feet from sensitive receivers throughout the course of a typical construction day. As shown in Table 4.5-6, sensitive receivers would be exposed to noise levels ranging from 76 to 88 dBA at 50 feet from typical construction equipment, and could reach as high as 101 dBA through the

use of pile drivers. However, a typical construction day includes the operation of multiple pieces of equipment at once. For assessment purposes, a construction noise level at 50 feet from the source was estimated using RCNM and was based on an excavator, dozer, and jackhammer operating simultaneously. These pieces of equipment generate some of the highest noise levels during demolition and grading phases of construction. As shown in Table 4.5-7, the combined noise level (dBA, L_{eq}) from these pieces of equipment is estimated at 84 dBA L_{eq} at 50 feet.

Table 4.5-7 Typical Construction Noise Level at 50 Feet

Equipment	L_{eq}, dBA at 50 Feet
Excavator, Dozer, Jackhammer	84

See Appendix E for RCNM results.

Construction noise levels would vary depending on the type of equipment, the duration of use, the distance to receivers, and the potential for pile driving. Engine noise reduction technology, including silencers, continues to improve, but heavy construction equipment still generates noise exceeding ambient levels that could cause intermittent annoyance to nearby receivers. Noise associated with construction of housing development accommodated under the Housing Element Update would be typical of residential construction, but could exceed the eight-hour 80 dBA L_{eq} daytime significance threshold at residences. Therefore, the Housing Element Update could result in potentially significant construction noise impacts at nearby sensitive receivers.

Mitigation Measures

The following mitigation measures, which are consistent with Mitigation Measure 3.9-2 of the Final Program EIR for the City of West Hollywood General Plan 2035 for construction noise, are required to reduce construction-related noise impacts to sensitive receivers near future development sites.

N-1a Shielding and Silencing

Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the project applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

N-1b Enclosures and Screening

All outdoor fixed mechanical equipment shall be enclosed or screened from off-site noise-sensitive uses. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of two pounds per square feet) and break the line-of-sight from the equipment and off-site noise-sensitive uses.

N-1c Construction Hours

Construction operations and related activities shall comply with the construction hours outlined in the Section 9.08.050 of the City's noise ordinance (i.e., Article 2, Chapter 9.08 of the West Hollywood Municipal Code).

N-1d Equipment Idling

Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

N-1e Construction Staging

Construction staging areas and fixed and/or stationary equipment shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.

N-1f Temporary Sound Barriers

Temporary sound barriers, such as walls or sound blankets, shall be positioned between construction activities and noise-sensitive uses when construction equipment is located within a line-of-sight to and within 500 feet of off-site noise-sensitive uses. Sound barriers shall break the line-of-sight between the construction noise source and the receiver where modeled levels exceed applicable standards. Sound barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater and a demonstrated Sound Transmission Class 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.

N-1g Workers' Radios

All noise from workers' radios, including any on-site music, shall be controlled to a point that they are not audible at off-site noise-sensitive uses.

N-1h Use of Driven Pile Systems

Driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

N-1i Smart Back-Up Alarms

Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.

N-1j Noise Complaint Response

Project applicants shall designate an on-site construction project manager who shall be responsible for responding to any complaints about construction noise. This person shall be responsible for responding to concerns of neighboring properties about construction noise disturbance and shall be available for responding to any construction noise complaints during the hours that construction is to take place. They shall also be responsible for determining the cause of the noise complaint (e.g., bad silencer) and shall require that reasonable measures be implemented to correct the problem. A toll-free telephone number and email address shall be posted in a highly visible manner on the construction site at all times and provided in all notices (mailed, online website, and construction site postings) for receiving questions or complaints during construction and shall also include

procedures requiring the on-site construction manager to respond to callers and email messages. The on-site construction project manager shall be required to track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction and shall notify the City's Community Development Director of each complaint occurrence.

Significance After Mitigation

As shown in Table 4.5-6, sensitive receivers would be exposed to noise levels ranging from 76 to 88 dBA at 50 feet from typical construction equipment, and could reach as high as 101 dBA through the use of pile drivers. It is anticipated that, with implementation of Mitigation Measures N-1a through N-1j, construction noise levels could be reduced below the eight-hour 80 dBA L_{eq} daytime residential noise limit per FTA guidelines. Temporary noise barriers would provide up to 10 dBA of noise reduction and eliminating traditional back-up alarms, locating stationary equipment as far as possible or within an enclosure, shielding impact tools, and limiting idling time would provide an additional 5-10 dBA reduction. However, noise generated by larger housing development abutting a sensitive receiver may still exceed the FTA noise limit, particularly in instances where the underlying geology of a site renders alternative methods to pile driving infeasible and implementation of Mitigation Measure N-1h is not practicable. Although the type of construction equipment and the overall duration of construction are key factors in determining whether construction-related noise would be significant, determining project-level construction noise impacts at the programmatic level is not feasible. Therefore, noise impacts from construction activities related to the Housing Element Update would be significant and unavoidable.

Mitigation Measures N-1a through N-1j involve specific construction-related measures to substantially reduce noise levels. The potential use of some mitigation measures, such as Mitigation Measure N-1e which includes having construction staging areas and Mitigation Measure N-1f which includes the installation of sound barriers during construction, could affect the visual environment. However, the potential visual effects from these mitigation measures would be temporary and are expected to be similar to the effects that have been evaluated in Section 1, *Aesthetics*, of the project's Initial Study (See Appendix B). Therefore, no adverse secondary impacts would result from these measures.

Threshold 4.6-1:	Would the project result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact N-2 HOUSING DEVELOPMENT ACCOMMODATED UNDER THE HOUSING ELEMENT UPDATE COULD INCLUDE MECHANICAL EQUIPMENT (I.E., HVAC), DELIVERY AND TRASH TRUCKS, AND OTHER NOISE-GENERATING ACTIVITIES. WHILE ON-SITE ACTIVITIES WOULD BE REQUIRED TO COMPLY WITH APPLICABLE NOISE STANDARDS IN THE WEST HOLLYWOOD MUNICIPAL CODE AND ARE TYPICAL OF THE URBAN ENVIRONMENT, NOISE FROM HVAC EQUIPMENT COULD EXCEED THE CITY'S NIGHTTIME NOISE STANDARD OF 50 DBA AT THE ADJOINING PROPERTY. NONETHELESS, IMPLEMENTATION OF MITIGATION MEASURE N-2 WOULD REQUIRE PROPER PLACEMENT AND DESIGN OF HVAC EQUIPMENT SUCH THAT THE LINE-OF-SIGHT BETWEEN HVAC EQUIPMENT AND SENSITIVE RECEIVERS IS BLOCKED, THEREBY REDUCING OPERATION NOISE LEVELS BELOW SIGNIFICANCE. FURTHERMORE, WHILE HOUSING DEVELOPMENT WOULD GENERATE VEHICLE TRIPS IN THE CITY, THE INCREASE IN MOBILE NOISE WOULD BE LESS THAN 3 DBA. THEREFORE, PERMANENT NOISE INCREASES DUE TO OPERATION OF THE HOUSING ELEMENT UPDATE WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Reasonably foreseeable development accommodated under the Housing Element Update would include residential development at increased density throughout the city that would generate on-site operational noise from stationary sources and off-site operational noise from vehicle trips. Typical noise sources associated with residential uses include stationary HVAC equipment, on-site vehicle movement (e.g., delivery and trash hauling), outdoor activities, and off-site traffic.

On-site Operational Noise

HVAC Equipment

Based on manufacturer's specifications, a Carrier 38HDR060 split-system with a sound power level of 72 dBA would generate a noise level of approximately 57 dBA at a distance of seven feet. As described under *Regulatory Setting*, per the General Plan 2035 Safety and Noise Element, proposed development should not cause noise that exceeds a daytime hourly noise level of 55 dBA L_{eq} or a nighttime hourly noise level of 50 dBA L_{eq} at the adjoining property, as shown in Table 4.5-4. Therefore, in the event that HVAC equipment is located within 15 feet of a sensitive receiver, noise from such equipment could exceed the City's nighttime hourly noise level of 50 dBA based on a reference noise level of 57 dBA at a distance of seven feet from the equipment source. Noise levels from HVAC equipment associated with housing development would be comparable to noise levels of HVAC equipment associated with the existing urban environment. Furthermore, as stated in Section 9.08.060 of the WHMC, properly maintained HVAC units required by the Los Angeles County Fire Code or the West Hollywood Building Code would be exempt from the noise regulations listed in Section 9.08.050 of the WHMC. Nonetheless, the proximity of HVAC equipment implemented with future housing development under the Housing Element Update is not known at this level of analysis. Since noise from HVAC equipment located within 15 feet of a sensitive receiver may exceed the City's nighttime hourly noise level, the operation of HVAC equipment would have a potentially significant noise impact at nearby sensitive receivers.

Vehicle Activity (Delivery and Trash Hauling)

Future residential development would increase the number and frequency of delivery trucks traveling through the city, whereas the number of trash hauling trucks would remain similar to the number of trucks currently contracted for solid waste pick-up in the city, although with additional

stops. Delivery trucks include, but are not limited to, moving trucks (e.g., U-Haul vehicles) and delivery service vehicles (e.g., Amazon, FedEx). Nonetheless, delivery and trash hauling trucks could intermittently expose various sensitive receivers to increased truck noise. However, Section 23130 of the California Motor Vehicle Code establishes maximum sound levels of 86 dBA L_{eq} at 50 feet for trucks operating at speeds less than 35 miles per hour. While individual delivery truck and/or loading or trash pick-up operations would likely be audible at properties adjacent to individual development, such operations are already a common occurrence in the urban environment. In addition, these noise events are typically transient and intermittent, and do not occur for a sustained period of time. Furthermore, as detailed in Section 9.08.050 of the WHMC, the City prohibits the loading, unloading, opening, closing or other handling of boxes, containers, building materials, or similar objects (excluding normal handling of solid waste and recycling containers by a franchised collector) in a residential district or within 50 feet of a residential district, between the hours of 10:00 p.m. and 8:00 a.m. In addition, solid waste pick-up operations are typically scheduled during daytime hours. The project would not result in a substantial permanent increase in ambient noise levels from trash and delivery trucks due to local regulations and their prevalence in the city, resulting in a less than significant impact.

Outdoor Activity Areas

Housing developments would generate noise from conversations, music, television, or other outdoor sound-generating equipment (e.g., electric leaf blowers, engines, motors, mechanical devices), particularly in the event future residents maintain open windows or such activities take place on balconies. However, these noise-generating activities would be similar to those of the existing urban environment. Moreover, Section 9.08.050 of the WHMC prohibits the operation of radios, musical instruments, television sets, other sound-amplifying devices between the hours of 10:00 p.m. and 8:00 a.m. such that the production of volume is loud enough to be audible at a distance of 25 feet from the source. Section 9.08.050 of the WHMC also prohibits the use of leaf blowers powered with a combustion or gasoline engine. Required compliance with and code enforcement of these standards would reduce operational noise impacts related to conversations and sound-generating equipment to a less than significant level.

Off-site Operational Noise

According to the Final PEIR prepared for the City's General Plan, with the city's projected transportation noise increases (e.g., an increase in traffic from future residential, commercial, and industrial uses), major arterial roadways would expect a maximum noise level increase of one CNEL based on citywide growth accompanied by an increase in citywide traffic volumes for the year 2035 (West Hollywood 2010). The overall increase in traffic noise from housing development accommodated by the Housing Element Update was estimated using a trip generation rate of 5.44 average daily trips (ADT) per dwelling unit to compare existing conditions (Year 2021) and future with project conditions (i.e., Year 2029 with the Housing Element Update).[3] These trip generation scenarios are shown in Table 4.5-8.

[3] The trip generation rate for the proposed multi-family residential use was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The trip generation rate for a mid-rise multi-family use (ITE Code 221) is 5.44 ADT per dwelling unit.

Table 4.5-8 Trip Generation Summary

	Total Housing Units	Total Trips Generated[1]
Existing Conditions (2021)	25,890	140,842
Future with Housing Element Update (2029)	30,174	164,147
Total Change	**+4,284**	**+23,305**
Total Percent Change (%)	**+16.5%**	**+16.5%**

[1] Calculated by multiplying the total number of housing units by a trip generation rate of 5.44 ADT per dwelling unit.

Sources: DOF 2021

As shown in Table 4.5-8, trip generation would increase by approximately 16.5 percent over existing 2021 conditions by the year 2029 under the Housing Element Update. A 16.5 percent increase in traffic on a roadway would equate to an increase of 0.7 dBA. Therefore, the project would not double the existing mobile noise source and would not increase noise levels by 3 dBA, which is considered a barely perceptible noise increase.

As shown in Figure 2-4 in Section 2, *Project Description*, the sites identified on the site inventory under the Housing Element Update are located throughout the city but predominantly concentrated on major commercial corridors. Although a 16.5 percent or more increase in traffic may occur at the local level in areas where substantial new housing is proposed, a doubling of traffic is still not anticipated to occur based on the already high traffic volumes of major commercial corridors and the overall citywide increase of 16.5 percent. Therefore, off-site traffic noise impacts would be less than significant.

Land Use Compatibility

Implementation of the Housing Element Update would expose future housing development to ambient noise levels that characterize the city, predominantly associated with vehicular traffic. According to the existing traffic noise contours map (see Figure 4.5-3) and Figure 2-4 in Section 2, *Project Description*, numerous sites on the site inventory under the Housing Element Update are located along major arterial roadways, including Santa Monica, West Sunset, and Beverly Boulevards, that are exposed to noise levels ranging from approximately 65 to 70 CNEL. According to the Final PEIR prepared for the City's General Plan, with the city's projected transportation noise increases (e.g., an increase in traffic from future residential, commercial, and industrial uses), major arterial roadways would expect a maximum noise level increase of one CNEL based on citywide growth accompanied by an increase in citywide traffic volumes for the year 2035 (West Hollywood 2010). Based on the City's land use compatibility standards shown in Table 4.5-3, ambient noise up to 60 CNEL is normally acceptable for single- and multi-family residences whereas ambient noise up to 70 CNEL is conditionally acceptable for single- and multi-family. Therefore, new housing development could be exposed to noise levels in the conditionally acceptable range for residences.

The City also has an interior noise standard of 45 CNEL for residences, which is consistent with the State's interior noise standard. According to the 2019 CBC, Title 24, Part 2, Section 1206.4, the proposed multi-family residences must be constructed and designed such that interior noise levels do not exceed 45 CNEL. Generally, any large structure blocking the line of sight (e.g., a concrete block wall on a property's boundary) will provide at least a 5-dBA reduction in source noise levels at the receiver (FHWA 2011). Building materials can also substantially reduce occupants' exposure to noise. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

Modern residential buildings in California are typically constructed with storm windows, single- or double-glazed, that achieve the required energy saving on heating and cooling, which also provide an exterior-to-interior noise level reduction of at least 20 dBA. Based on a noise exposure level of approximately 70 CNEL and a noise attenuation of at least 20 dBA, the interior noise level within new housing development could be up to 50 CNEL. Nonetheless, housing development would be required to comply with the West Hollywood General Plan 2035 Safety and Noise Element policies and 2019 CBC, Title 24, Part 2, Section 1206.4, which would collectively govern excessive noise exposure and require that sensitive uses achieve an interior noise level of 45 dBA or less in any habitable room through appropriate sound insulation (e.g., dual-paned windows, exterior doors with solid core and perimeter weather-stripping).

Mitigation Measure

The following mitigation measure, which is consistent with Mitigation Measure 3.9-4 of the Final Program EIR for the City of West Hollywood General Plan 2035 for HVAC equipment, is required to reduce operation noise impacts to sensitive receivers near future development sites.

N-2 HVAC Equipment

All heating, ventilation, and air conditioning (HVAC) equipment shall be designed such that either of the following is achieved, as applicable:

- HVAC equipment shall be placed within mechanical equipment rooms that block the line-of-sight to sensitive receivers
- Noise barriers or rooftop parapets shall be located around HVAC equipment to block the line-of-sight to sensitive receivers

Significance After Mitigation

Noise levels from HVAC equipment associated with housing development would be comparable to noise levels of HVAC equipment associated with the existing urban environment. However, noise from HVAC equipment may still exceed the City's nighttime hourly noise level of 50 dBA. Implementation of Mitigation Measure N-2 would require that HVAC equipment be designed such that they are either placed within mechanical equipment rooms or, if located on rooftops, that they are surrounded by barriers or rooftop parapets that block the line-of-sight to sensitive receivers. Proper design and placement would reduce noise from HVAC equipment and operation impacts would be less than significant with mitigation.

Mitigation Measure N-2 involves design requirements to reduce operation noise from HVAC equipment associated with future housing development. Because this measure involves small scale structure additions to reduce noise from HVAC equipment, it would not result in significant physical changes in the environment that could result in secondary impacts.

Threshold 4.6-2:	Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact N-3 HOUSING DEVELOPMENT ACCOMMODATED UNDER THE HOUSING ELEMENT UPDATE IS NOT ANTICIPATED TO INVOLVE OPERATIONAL ACTIVITIES THAT WOULD RESULT IN SUBSTANTIAL VIBRATION LEVELS (E.G., USE OF HEAVY EQUIPMENT). HOWEVER, CONSTRUCTION ACTIVITIES UNDER THE HOUSING ELEMENT UPDATE, SPECIFICALLY PILE DRIVING, COULD POTENTIALLY GENERATE VIBRATION EXCEEDING THRESHOLDS FOR BUILDINGS OR STRUCTURES SUSCEPTIBLE TO DAMAGE (E.G., HISTORIC STRUCTURES). NONETHELESS, TEMPORARY-CONSTRUCTION RELATED VIBRATION IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

It is not anticipated that operation of housing development would involve activities that would result in substantial vibration levels, such as use of heavy equipment. Operational groundborne vibration in the vicinity of reasonably foreseeable development accommodated under the Housing Element Update would be primarily generated by vehicular travel on the local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* (2018) guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible. Therefore, traffic vibration levels associated with the expected additional trips from the Housing Element Update would not be perceptible by sensitive receivers. Impacts related to operational groundborne vibration would be less than significant. The remainder of this analyses focuses on impacts relate to construction activities associated with the project.

Construction activities associated with reasonably foreseeable development accommodated under the Housing Element Update would result in varying degrees of groundborne vibration depending on the equipment and methods employed. Operation of construction equipment causes vibration that spreads through the ground and diminishes in strength with distance. Buildings with foundations in the soil in the vicinity of a construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. Construction vibration is a localized event and is typically only perceptible to a receiver that is in close proximity to the vibration source. Construction for all residential development would require heavy equipment, particularly development on sites with certain geologic conditions that may require pile driving. Such heavy equipment could potentially operate within 25 feet of nearby buildings. As shown in Table 4.5-9, construction equipment would typically generate vibration levels up to 0.21 in./sec. PPV (i.e., vibratory roller) at 25 feet, although pile driving could generate a vibration level of approximately 0.64 in./sec. PPV at 25 feet. Vibration levels shown in bolded and underlined text exceed one or more of the Caltrans criteria shown in Table 4.5-1 and Table 4.5-2.

Table 4.5-9 Construction Equipment Noise Levels (PPV in./sec.)

Equipment	25 Feet	50 Feet	75 Feet	100 Feet	125 Feet
Pile Driver (Impact)	**0.644**[1,2,3,5]	**0.300**[1,5]	**0.192**[1]	**0.140**[1]	**0.110**[1]
Pile Driver (Sonic)	**0.170**[1]	0.079	0.051	0.037	0.029
Vibratory Roller	**0.210**[1]	0.098	0.063	0.046	0.036
Hoe Ram	0.089	0.042	0.027	0.019	0.015
Large Bulldozer	0.089	0.042	0.027	0.019	0.015
Caisson Drilling	0.089	0.042	0.027	0.019	0.015
Loaded Truck	0.076	0.036	0.023	0.017	0.013
Jackhammer	0.035	0.016	0.011	0.008	0.006
Small Bulldozer	0.003	0.001	<0.001	<0.001	<0.001

Notes: Vibration levels shown in bolded and underlined text exceed one or more of the Caltrans criteria shown in Table 4.5-1 and Table 4.5-2. Superscripts specify the threshold exceeded by each piece of equipment. See Appendix E for vibration calculations.

[1] Exceeds the 0.1 in./sec. Caltrans damage threshold for historic sites (and other critical locations).

[2] Exceeds the 0.5 in./sec. Caltrans damage threshold for historic and other/similar old buildings.

[3] Exceeds the 0.5 in./sec. Caltrans damage threshold for older residential structures.

[4] Exceeds the 1.0 in./sec. Caltrans damage threshold for newer residential structures.

[5] Exceeds the 0.25 in./sec. Caltrans human annoyance threshold.

Sources: FTA 2018; Caltrans 2020

According to Caltrans impact criteria shown in Table 4.5-1, the damage threshold for historic sites (which are most sensitive to impacts from groundborne vibration) is 0.12 in./sec. PPV. Groundborne vibration from hoe rams, bulldozers, caisson drilling, loaded trucks, and jackhammers would not exceed the 0.1 in./sec. PPV threshold for sensitive historic sites. While groundborne vibration from vibratory rollers would only exceed the threshold for building damage for historic sites at 25 feet from the source, vibration levels from pile driving would exceed one or more of the building damage thresholds shown in Table 4.5-1 for historic sites, general old buildings, and older and newer residential structures. Furthermore, vibration levels associated with pile driving would also exceed the threshold of 0.25 in./sec. PPV for human annoyance at various distances up to 75 feet, as shown in Table 4.5-9.

As discussed in Section 4.2, *Cultural Resources/Tribal Cultural Resources*, there are 10 historic districts and thematic groupings in West Hollywood listed in, or recommended eligible for, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or City of West Hollywood Register. Of these, three districts and groupings (i.e., Sunset Strip District, Sunset Plaza Historic District, and Sherman Thematic Grouping) contain portions of the project area. Although all buildings would be subject to potential impacts from construction vibration, buildings in these historic districts and groupings in particular would each have varying degrees of susceptibility to groundborne vibration damage depending on the structural integrity of said buildings. Therefore, reasonably foreseeable development accommodated under the Housing Element Update would result in a potentially significant impact related to construction vibration.

Mitigation Measure

The following mitigation measure, which is consistent with Mitigation Measure 3.9-6 of the Final Program EIR for the City of West Hollywood General Plan 2035 for human annoyance and

architectural/structural damage from vibration, is required to reduce groundborne vibration impacts associated with construction of future development sites.

N-3 Vibration Control Plan

For construction activities involving vibratory rollers within 50 feet of a structure or pile drivers (impact or sonic) within 140 feet of a structure, the applicant shall prepare a Vibration Control Plan prior to the commencement of construction activities. The Vibration Control Plan shall be prepared by a licensed structural engineer and shall include methods required to minimize vibration, including, but not limited to:

- Alternative installation methods for pile driving (e.g., pile cushioning, drilled piles, cast-in-place systems) within 140 feet of a building to reduce impacts associated with seating the pile
- Vibration monitoring prior to and during pile driving operations occurring within 140 feet of a building
- Use of rubber-tired equipment rather than metal-tracked equipment

Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected historic and/or residential structures within a 140-foot radius of the construction site. The survey letter shall determine conditions that exist prior to the commencement of construction activities for use in evaluating potential damages caused by construction. Fixtures and finishes susceptible to damage shall be documented photographically and in writing prior to construction. The survey letter shall provide a shoring design to protect such structures from potential damage. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings and structures. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed by the contractor and monitored by a qualified structural engineer in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

A Statement of Compliance signed by the applicant and owner shall be submitted to the City's Building and Safety Division at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

Significance After Mitigation

Although most construction activities from reasonably foreseeable development under the Housing Element Update are not anticipated to have significant vibration impacts, it is possible that some development projects could have potentially significant vibration impacts during construction. This would most commonly occur when a development project using equipment that generates high vibration levels (e.g., pile driving or vibratory roller) would be located next to a historical resource constructed of fragile building materials, which is more sensitive to vibration damage, than structures that were built based on more recent building codes. However, Mitigation Measure N-3 would reduce vibration impacts associated with construction activities involving vibratory rollers within 50 feet of a structure or pile drivers (impact or sonic) within 140 feet of a structure. It is anticipated that Mitigation Measure N-3 would substantially reduce/control construction such that vibration levels would not exceed the Caltrans vibration criteria for building damage. Therefore, the

vibration impacts from construction activities related to the Housing Element Update would be less than significant with mitigation.

Mitigation Measure N-3 involves specific construction-related measures to substantially reduce vibration levels. These measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

4.5.4 Cumulative Impacts

The geographic area to analyze cumulatively considerable noise impacts includes the city and immediately adjacent areas that could be indirectly affected by noise generated in the city.

Construction Noise

Construction of reasonably foreseeable development in the city would produce temporary noise impacts that would be localized to a project site and sensitive receivers in the immediate vicinity. Therefore, only sensitive receivers located in close proximity to each construction site would be potentially affected by each activity. Nonetheless, construction activities associated with individual housing development projects accommodated under the Housing Element Update may overlap for some time with construction activities for other development projects. Typically, if a development site is 500 feet or more away from another site then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore, construction activities associated with multiple development projects within 500 feet of one another could cumulatively increase construction noise levels for nearby noise-sensitive uses.

Construction activities associated with future development would comply with Section 9.08.050 of the WHMC and would not occur during nighttime hours between 7:00 p.m. and 8:00 a.m. Monday through Friday, or at any time on Saturday (except, between the hours of 8:00 a.m. and 7:00 p.m., interior construction is permissible), or at any time on Sunday, New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving, Christmas Day and observed holidays. It is anticipated that, with implementation of Mitigation Measures N-1a through N-1j, construction noise levels associated with housing development could be reduced below the applicable FTA noise limits for construction noise on a case-by-case basis. Nonetheless, larger development projects could combine together, or combine with smaller development projects, to substantially increase noise levels at specific neighboring noise-sensitive receivers. However, noise generated by larger housing development could combine together, or combine with smaller development projects, to exceed the FTA noise limit at specific neighboring sensitive receivers, particularly in instances where the underlying geology of a site renders alternative methods to pile driving infeasible and implementation of Mitigation Measure N-1h is not practicable. Although the type of construction equipment and the overall duration of construction are key factors in determining whether construction-related noise would be significant, determining project-level construction noise impacts at the programmatic level is not feasible. While Mitigation Measures N-1a through N-1j would reduce construction noise impacts from developments to the extent feasible, concurrent construction of development projects accommodated under the Housing Element Update could be cumulatively considerable in the event pile driving is required throughout construction activities. Therefore, cumulative construction noise impacts would be significant and unavoidable.

On-site Operational Noise

On-site operational noise impacts are localized to an individual development site and sensitive receivers within the immediate vicinity. Future development in the city would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment in the city and on-site activities would be required to comply with applicable provisions of the WHMC. Furthermore, implementation of Mitigation Measure N-2 would require that HVAC equipment be designed such that they are either placed within mechanical equipment rooms or, if located on rooftops, that they are surrounded by barriers or rooftop parapets that block the line-of-sight to sensitive receivers and reduce noise from HVAC equipment. The incremental effect of the Housing Element Update with respect to on-site operational noise would not be cumulatively considerable and cumulative impacts would be less than significant with mitigation.

Off-site Operational Noise

Cumulative development through the year 2029 would generate vehicle trips, thereby increasing traffic on area roadways. As shown in Table 4.5-8, future trip generation levels by the year 2029 with reasonably foreseeable development accommodated under the Housing Element Update, which accounts for cumulative residential development in and around the city, would not double existing trip levels or increase mobile source noise by more than 3 dBA. Therefore, the effect of the Housing Element Update on off-site traffic noise would not be cumulatively considerable and cumulative impacts would be less than significant.

Groundborne Vibration

Operational groundborne vibration impacts are localized to a project site and sensitive receivers within the immediate vicinity. However, it is not anticipated that new residential development within the city would include substantial sources of operational ground-borne vibration. Therefore, cumulative impacts related to operational ground-borne noise and vibration at any sensitive receiver would not be significant. Impacts related to operational groundborne vibration would not be cumulatively considerable and cumulative impacts would be less than significant.

Construction of future development projects in the city would produce temporary vibration impacts that would be localized to a project site and sensitive receivers in the immediate vicinity. Therefore, only sensitive receivers located in close proximity to each construction site would be potentially affected by each individual activity. Nonetheless, construction activities associated with individual housing development projects accommodated under the Housing Element Update may overlap for some time with construction activities for other development projects. For the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receiver. This would most commonly occur when development projects using equipment that generates high vibration levels (e.g., pile driving or vibratory roller) are proposed next to a historical resource constructed of fragile building materials, which is more sensitive to vibration damage, than structures that were built based on more recent building codes. However, Mitigation Measure N-3 would reduce vibration impacts associated with construction activities involving vibratory rollers within 50 feet of a structure or pile drivers (impact or sonic) within 140 feet of a structure. It is anticipated that Mitigation Measure N-3 would substantially reduce/control construction on a case-by-case basis such that vibration levels would not exceed the Caltrans vibration criteria for building damage. Therefore, vibration impacts from construction activities

related to the Housing Element Update would not be cumulatively considerable and cumulative impacts would be less than significant.

4.6 Transportation

This section analyzes the potential effects of the Housing Element Update with respect to transportation. The analysis is based on a Transportation Analysis that was prepared in October 2021 by Gibson and is included as Appendix F to this EIR.

4.6.1 Environmental Setting

The transportation system is defined by the boundaries of the City of West Hollywood, which encompasses approximately 1.9 square miles. The city is served by a circulation system that facilitates travel by multiple modes of transportation, including walking, bicycling, public transit, and motor vehicles.

a. Street Network

The city's street network includes roadways that carry regional trips and through traffic, connect neighborhoods and districts, or provide local access to individual parcels. The City classifies its street network as follows:

- **Local Street:** a roadway that primarily serves the residential neighborhood. These include most of the City's residential streets.
- **Collector/Secondary Street:** a roadway that generally carries vehicular traffic to and from the residential neighborhood. In West Hollywood these also often carry regional and local traffic seeking alternative routes to avoid congestion. These include Robertson Boulevard, Romaine Street, Genesee Avenue, Doheny Drive, Melrose Avenue, Fountain Avenue, Vista Street, Holloway Drive, parts of La Cienega Boulevard, Crescent Heights Boulevard (south of Santa Monica Boulevard) and San Vicente Boulevard (north of Santa Monica Boulevard).
- **Arterial Street:** a roadway that primarily serves regional as well as local vehicular traffic along commercial corridors. These include Santa Monica Boulevard, Crescent Heights Boulevard (between Santa Monica Boulevard and Sunset Boulevard), Sunset Boulevard, Beverly Boulevard, La Cienega Boulevard, La Brea Avenue, Fairfax Avenue and San Vicente Boulevard (south of Santa Monica Boulevard).

Figure 4.6-1 shows the roadway classifications in the city from the Mobility Element.

b. Public Transportation

Transit service is provided by multiple transit operators, including regional transit carriers, the City's own public transit services, and private services. The primary regional transit carrier is the Los Angeles County Metropolitan Transportation Authority (Metro), which provides local and rapid bus lines throughout the city. The City also has CityLine shuttle service, which is the City's fixed route transit service providing general public transportation from the Gateway project on La Brea Avenue to Cedars Sinai Hospital. In addition, the City of Los Angeles Department of Transportation (LADOT) Community DASH shuttle service offers fixed routes to key destinations. There are two DASH routes within the city. Figure 4.6-2 shows the transit routes in the city from the Mobility Element.

Figure 4.6-1 Roadway Classifications

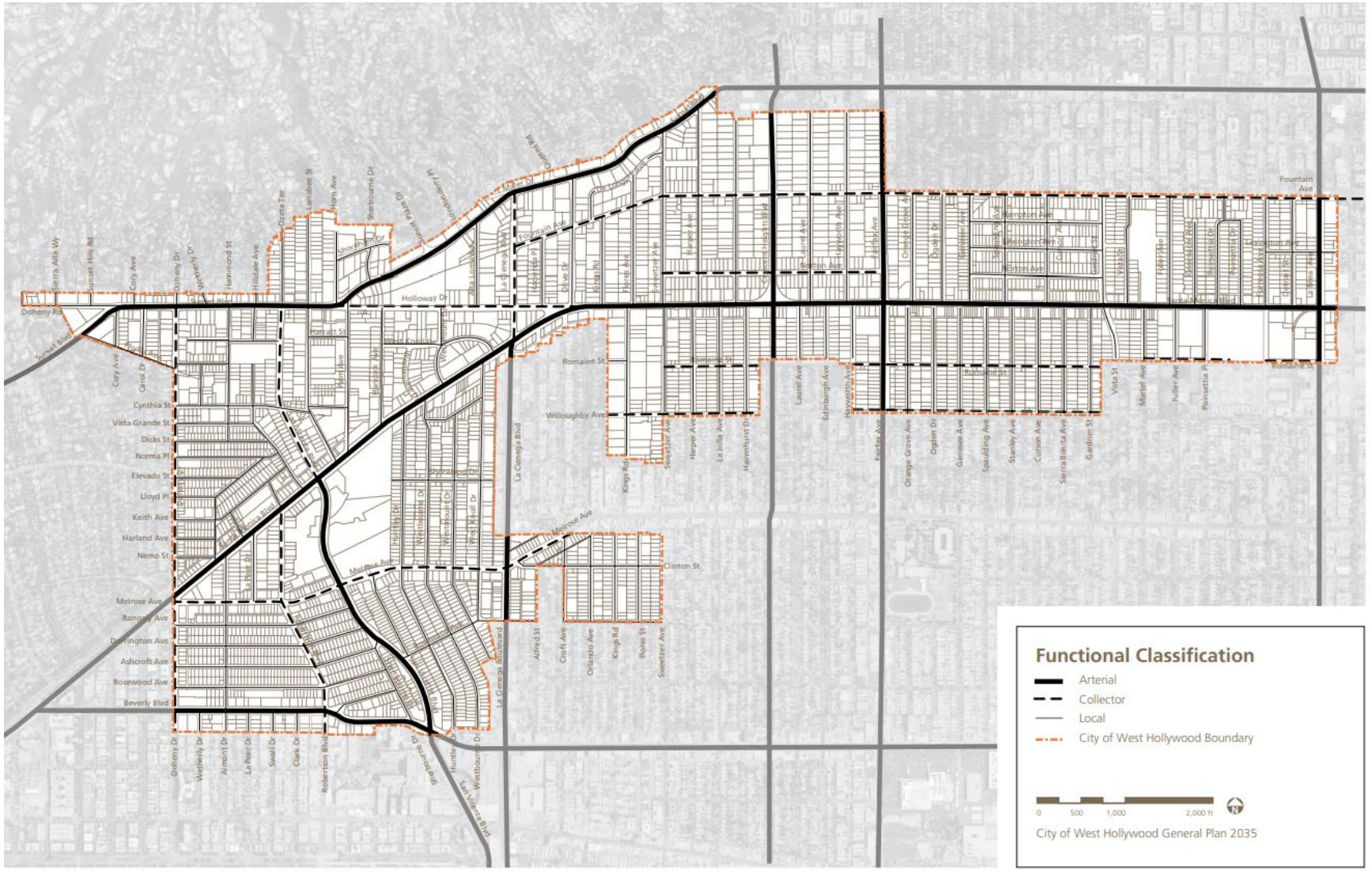
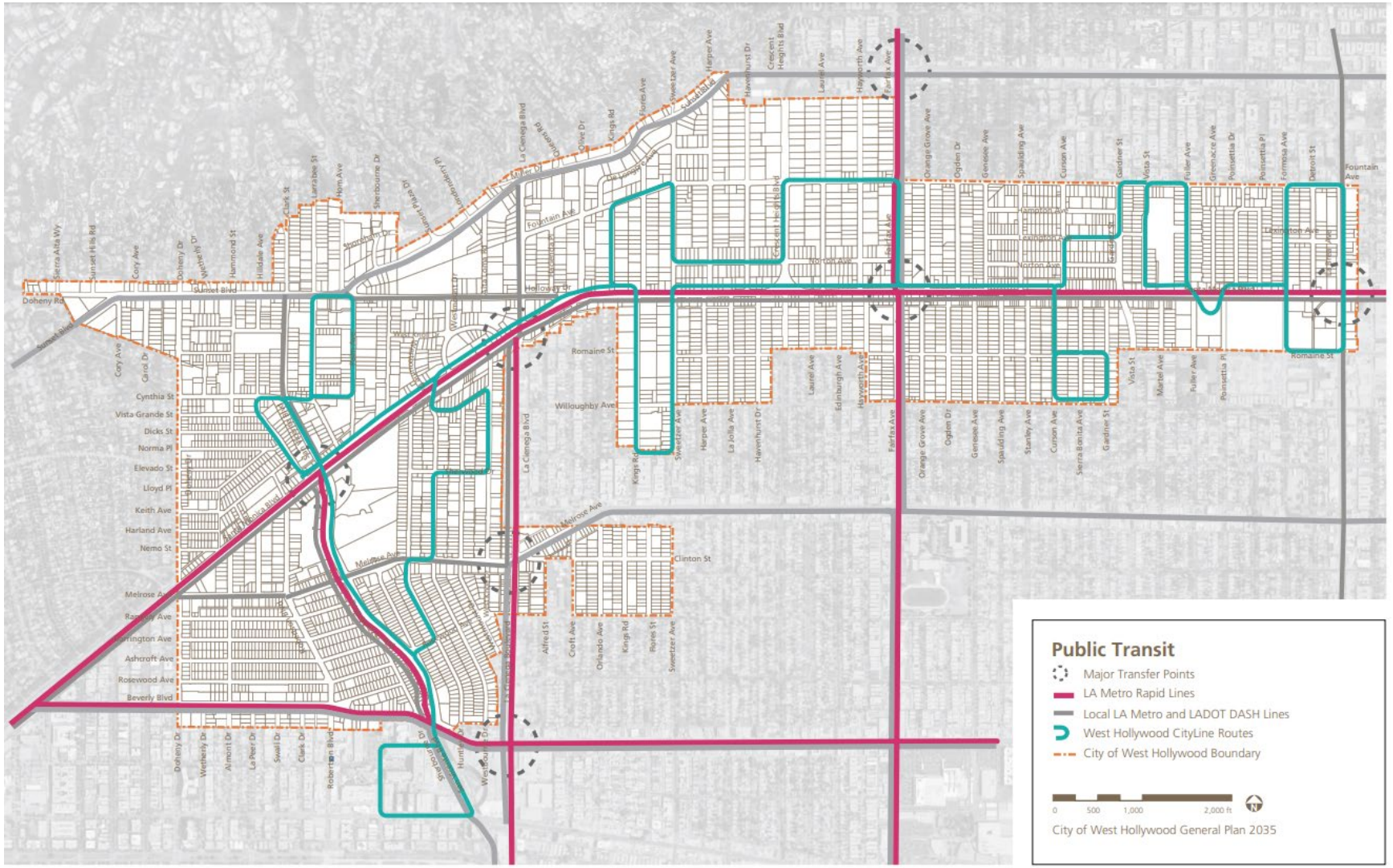


Figure 4.6-2 Public Transit



c. Pedestrian Facilities and Bicycle Network

West Hollywood's compact size and diverse mixture of uses create a walkable city. The city has a comprehensive pedestrian network that is served by approximately 87 miles of sidewalks (West Hollywood 2011). All residential neighborhoods are within walking distance of commercial areas. Commercial corridors such as Santa Monica Boulevard and Melrose Avenue increased pedestrian experience is supported by street-level retail and restaurants, and buildings constructed to or near the edge of the sidewalk.

West Hollywood currently has three types of on-street bike facilities: bike lanes, signed bike routes, and bike sharrows, as detailed below:

- Bike Lanes: Bike lanes on Santa Monica Boulevard, Fairfax Avenue, and San Vicente Boulevard provide an exclusive space for cyclists to ride separate from traffic.
- Signed Bike Routes: Signed routes where cyclists share the road with vehicle traffic.
- Sharrows: Shared lane markings are placed in a travel lane to indicate where people should preferably cycle.

4.6.2 Regulatory Setting

a. Federal Regulations

Americans with Disabilities Act (ADA) of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

b. State Regulations

Complete Streets Act

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that explicitly embraces the Complete Streets Act and its incorporation into all phases of state highway projects, from planning to construction to maintenance and repair.

Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375)

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. The RTP and SCS are further described below.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

California Vehicle Code (CVC)

The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

Senate Bill 743 (SB 743)

On September 27, 2013, Governor Jerry Brown signed SB 743, which went into effect in January 2014. SB 743 directed Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service (LOS). This law significantly changes the transportation impact analysis required under CEQA. These changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis

for determining significant transportation impacts for land use projects and plans in California. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743*, which had been released on August 6, 2014. Of note was the updated text of the proposed new CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. Specifically, CEQA Guidelines Section 15064.3, discussed further below, establishes VMT as the most appropriate measure of transportation impacts. In November 2018, the California Natural Resources Agency finalized the updates to the CEQA Guidelines, and the updated guidelines became effective on December 28, 2018.

CEQA Guidelines Section 15064.3

As discussed above, recent changes to CEQA include the adoption of Section 15064.3, Determining the Significance of Transportation Impacts. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. Generally, land use projects within 0.5 mile of either an existing major transit stop[1] or a stop along an existing high-quality transit corridor[2] should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment supported by substantial evidence.

c. Local Regulations

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

In compliance with SB 375, on September 3, 2020, the SCAG Regional Council adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern while meeting greenhouse gas reduction targets set by the CARB. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, as well as the provision of services by the SCAG six-county region. SCAG policies are directed towards the development of

[1] "Major transit stop" is defined in Public Resources Code Section 21064.3 as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
[2] "High-quality transit corridors" are defined in Public Resources Code Section 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system.

The 2020-2045 RTP/SCS builds on the long-range vision of SCAG's prior 2016-2040 RTP/SCS to balance future mobility and housing needs with economic, environmental and public health goals. A substantial concentration and share of growth is directed towards Priority Growth Areas (PGAs), which include high-quality transit areas (HQTAs), Transit Priority Areas (TPAs), job centers, Neighborhood Mobility Area (NMAs) and Livable Corridors. These areas account for four percent of SCAG's total land area. HQTAs are corridor-focused PGAs within 0.5 mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. TPAs are PGAs that are within 0.5 mile of a major transit stop that is existing or planned. Job centers are defined as areas with significant higher employment density than surrounding area. NMAs are PGAs with robust residential to non-residential land use connections, high roadway intersection densities, and low-to-moderate traffic speeds. Livable Corridors are arterial roadways where local jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.

West Hollywood General Plan

The City's Mobility Element conveys the City's objectives to address and reduce automobile congestion, manage accessible parking for all travel modes, and support the enhancement of a multi-modal transportation system. Ideally, the City plans to achieve the first two objectives through actively pursuing the third; a comprehensive multi-modal transportation system is critical for reducing congestion and parking issues caused by single-occupancy passenger vehicles. The following goals and policies:

Policy M-1.3. Consider requiring development projects to include transit amenities and transit incentive programs.

Policy M-3.1. Encourage and provide incentives and programs for people to walk more and drive less.

Policy M-3.10. Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.

Policy M-4.2. As feasible, ensure that new development of commercial and multi-family residential uses enhance the City's bicycle network and facilities.

Policy M-8.10. Consider reductions in minimum parking requirements along commercial corridors, in Transit Overlay Zones, or for projects that provide dedicated parking spaces for car sharing programs.

Policy M-8.12. Consider unbundling parking requirements for new development in multifamily residential areas.

Policy M-8.13. When feasible, allow reductions in parking standards and/or unbundling of parking to encourage the construction of affordable housing, senior housing, special needs housing and housing near high-frequency regional transit services.

Pedestrian and Bicycle Mobility Plan

The City of West Hollywood adopted the Pedestrian and Bicycle Mobility Plan in May 2017 as a guiding framework for promoting and expanding bicycle and pedestrian transportation facilities

throughout the city. The plan classifies bicycle facilities into three types: bike lanes are designated lanes on a street or highway; signed bike routes are signed routes where cyclists share the road with vehicle traffic; and bike sharrows are travel lanes marked with shared lane markings to indicate where people should preferably cycle.

4.6.3 Impact Analysis

a. Significance Thresholds

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. The Initial Study prepared for the project (Appendix B of this EIR) determined that a potentially significant impact might occur under the following thresholds and therefore will be analyzed in this section of the EIR:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)
4. Result in inadequate emergency access

b. Methodology

The methodology to answer the VMT transportation question in Appendix G of the CEQA Guidelines is described in detail below. The other three transportation questions in Appendix G are answered through a qualitative review and assessment.

The VMT analysis is based on a Transportation Analysis prepared by Gibson in October 2021 (Appendix F). In accordance with Technical Advisory on Evaluating Transportation Impacts in CEQA and CEQA Guidelines Section 15064.3, subdivision (b)(1), all development projects within the city, a high-quality transit area, are considered to have less than significant transportation impacts, if all of the following criteria are met:

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

For projects that do not meet all of the criteria above, further VMT analysis is required, and the city has also adopted the OPR guidelines for a local threshold of significance of 15 percent VMT reduction below local average. The VMT analysis analyzed the Housing Element Update in relation to the above criteria.

c. Project Impacts and Mitigation

Threshold:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-1 THE HOUSING ELEMENT UPDATE WOULD NOT CONFLICT WITH ANY APPLICABLE PROGRAM, PLAN, ORDINANCE, OR POLICY RELEVANT TO THE TRANSPORTATION SYSTEM. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Housing Element Update would not conflict with any applicable program, plan, ordinance, or policy relevant to the transportation system, nor would it limit or preclude the City's ability to implement programs and policies to further transportation plans.

The Housing Element Update would encourage development on infill sites or development of existing parcels with greater density in high-resource areas around the city already serviced by public transit. A majority of the sites identified in the Site Inventory are located along major transit corridors, which is consistent with the City's Mobility Element Policies M-3.1 and M-8.10. The project would also improve residential transit access and facilitate the use of alternative modes of transportation, consistent with regional transportation related goals. Reasonably foreseeable development under the Housing Element Update would be reviewed by the appropriate City staff to ensure consistency with all applicable City transportation related plans and policies, including the Pedestrian and Bicycle Mobility Plan. Therefore, the impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold:	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact T-2 THE CITY IS CONSIDERED A HIGH-QUALITY TRANSIT AREA AND THE HOUSING ELEMENT UPDATE WOULD MEET ALL OF THE CRITERIA TO SCREEN OUT A VMT ANALYSIS. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

According to the Transportation Analysis, the entire city is considered a high-quality transit area and the housing developments considered in the Housing Element Update would be screened out from further VMT analysis if all of the criteria in the TIS Guidelines, Technical Advisory on Evaluating Transportation Impacts in CEQA, and CEQA Guidelines Section 15064.3, subdivision (b)(1), are met. The criteria analysis is detailed below:

1. The housing sites within each of the TAZs would have a density equal to or greater than 0.75 floor area ratio (FAR). A majority of the sites would have a FAR between 1.5 to 3.0, with an additional FAR permitted for mixed use sites.
2. Section 19.28.040 of the WHMC identifies the off-street parking requirements of various land uses and the required off-street parking ratio for all developments proposed within the city. The proposed parking supply for the housing sites within each TAZs is not anticipated to exceed the number of required parking spaces as specified in the WHMC.
3. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals. The Housing Element Update is consistent with the

RTP/SCS goal of maximizing mobility and accessibility in the region. The Housing Element Update contributes to the productivity and use of the regional transportation system by providing residences near transit. In addition, the Housing Element Update would be consistent with SCAG's population and housing forecasts in the RTP/SCS document as the proposed unit count would satisfy the RHNA and would not exceed the SCAG population and housing growth projections for the city.

4. The Housing Element Update would expand both market-rate and affordable residential uses rather than replace existing affordable residential uses with another use.
5. The proposed residential uses of the Housing Element Update are not anticipated to generate a significant regional draw.

In addition to the project located high density projects in a high-quality transit area, the City would require residential projects to implement travel demand management (TDM) measures required under the TDM Ordinance (Chapter 10.16 of the West Hollywood Municipal Code. The TDM measures would further reduce VMT from housing under the Housing Element Update.

Based on the above evaluation, the Housing Element Update would not require further VMT analysis (Appendix F). Therefore, no significant transportation impact is anticipated with the reasonably foreseeable development under the Housing Element Update and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?
Threshold:	Would the project result in inadequate emergency access?

Impact T-3 THE HOUSING ELEMENT UPDATE DOES NOT INCLUDE ANY DEVELOPMENT PROJECTS THAT COULD INCREASE HAZARDS DUE TO DESIGN FEATURES. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Adoption of the Housing Element Update analyzes the amount of new housing units the City will accommodate during the planning period, and sets goals and policies for the development and preservation of affordable housing and improvement of fair housing in the city. The project does not grant entitlements for any specific project or future development. Thus, the plan for new housing and the goals and policies needed to achieve that housing do not have a specific transportation safety impact or hazard. Reasonably foreseeable development under the Housing Element Update would be reviewed by the appropriate City staff to ensure consistency with all applicable City and State design standards, including standards for project access points, location, and design, sight lines, roadway modifications, provisions for bicycle and pedestrian transportation connections, and emergency access. Therefore, the Housing Element Update would not result in increased hazards due to a geometric design feature or incompatible use or inadequate emergency access and the impact is less than significant.

Mitigation Measures

No mitigation measures are required.

4.6.4 Cumulative Impacts

CEQA Guidelines Section 15130(a) require that the cumulative effect of implementing a project be assessed to determine if the project's incremental effect with that of other projects within the city and region, including growth envisioned by the West Hollywood General Plan and regional growth assumed in the RTP/SCS, would be cumulatively considerable. The Housing Element Update would plan for 4,284 housing units in the city, primarily along major transportation corridors. In addition, according to the Transportation Analysis, the Housing Element Update is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region. The project would provide residences near transit and would be consistent with SCAG's population and housing forecasts in the RTP/SCS document (Appendix F). Reasonably foreseeable development under the Housing Element Update would also have a density greater than 0.75 FAR and, due to the regions housing demand, is not expected to result in a significant regional draw. Therefore, the proposed project would not contribute to a significant cumulative impact and impacts would be less than significant.

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4.7 Utilities and Service Systems

This section evaluates construction and operational impacts on utilities and service systems from development accommodated under the Housing Element Update. Specific topics addressed in this section of the EIR include water supply, wastewater, stormwater, electricity, natural gas, and telecommunication facilities. As discussed in the Initial Study (see Appendix B), implementation of the Housing Element Update would result in less than significant impacts related to compliance with federal, State, and local statutes related to solid waste. Therefore, this issue is not discussed further in this section.

4.7.1 Environmental Setting

a. Water Supply

The eastern portion of the city is supplied water by the Los Angeles Department of Water and Power (LADWP) and the western portion of the city is supplied water by the City of Beverly Hills (Beverly Hills Water). See Figure 4.7-1 for a map of the service areas. Beverly Hills Water imports 90 percent of the water used in its service area from Northern California through the Metropolitan Water District of Southern California (MWD). Based on historic agreements, Beverly Hills Water has a preferential right to 1.01 percent of all MWD water. The remaining 10 percent of the water it provides is pumped by way of groundwater rights in the Hollywood Basin and the La Brea subarea of the Central Basin (West Hollywood 2011a).

Beverly Hills Water receives their water supply from treated imported water purchased from the MWD, and to a lesser extent, groundwater pumped from the Hollywood Ground Basin via four City wells. The 423-acre portion of West Hollywood makes up approximately 10.4 percent of Beverly Hills' water service area, and approximately 23.5 percent of the total population of West Hollywood is serviced by Beverly Hills Water.

LADWP, which provides the remainder of the city's current potable water needs, is the largest municipal utility provider in the United States. LADWP provides water to over four million people in the City of Los Angeles, as well as portions of West Hollywood, Culver City and unincorporated Los Angeles County. The primary sources of LADWP's water supply include water purchased from the MWD (which imports water from Northern California through the State Water Project's California Aqueduct and from the Colorado River through the Colorado River Aqueduct), the Los Angeles Aqueduct (which brings water directly from the eastern Sierra Nevada Mountains), and local groundwater (West Hollywood 2011a). Water supply from MWD is more uncertain now than in the past, given potential climate change impacts and variable hydrology and environmental issues in the Sacramento-San Joaquin Delta, among other factors. The water conservation and management policies within the City's General Plan 2035 are designed to reduce water consumption in West Hollywood, and help manage water uncertainty (West Hollywood 2011a).

b. Wastewater

The City of West Hollywood collects wastewater generated within its boundaries and transmits it through the City of Los Angeles sewer system to the Hyperion Wastewater Reclamation Plant (HWRP) located in Playa Del Rey (West Hollywood 2011a). The HWRP treats approximately 275 million gallons of wastewater on a dry weather day and is designed to accommodate a maximum daily flow of 450 million gallons of water per day (mgd). Because the amount of

wastewater entering HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow during peak wet weather of 800 mgd (Los Angeles 2021). Sewer infrastructure within the city is made up of City-owned local sewers and county sewer lines and consists of 39 miles of gravity piping with over 850 pipe reaches and manholes (West Hollywood 2011a). See Figure 4.7-2 for a map of the sewer lines within the city.

Approximately 75 percent of the citywide sewer system was constructed in the 1920s and 25 percent was constructed in the 1960s. 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 percent of the City's sewer network each year, deficient sites can be identified for vinyl lining projects that would be implemented approximately every four years. The City prepared a comprehensive Sewer Master Plan in 1992 which includes a computer model that analyzes future operations and capacity of the sewer system (West Hollywood 2011a). The City is under contract with the Los Angeles County Department of Public Works 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 (West Hollywood 2010).

c. Stormwater

The storm drain infrastructure in the city is jointly owned and operated by the City of West Hollywood and the County of Los Angeles. The Los Angeles County Flood Control District maintains the backbone flood control system, including a network of catch basins and underground storm drainpipes, and the City owns and maintains a few catch basins and small storm drainpipes that directly flow into the Los Angeles County Flood Control District system. The City annually performs maintenance to clean catch basins (i.e., storm drain inlets). In addition, the City installs debris excluder devices to prevent entry of trash into the storm drains (West Hollywood 2011a).

Current and future on-site stormwater management facilities, such as retention basins, swales, or vegetation planted for stormwater filtering and containment, operate independently of the storm drain system. However, these systems help reduce drainage loads through the storm drain system and are supported through the City's General Plan policies (West Hollywood 2011a).

d. Solid Waste

The City of West Hollywood contracts with Athens Services, a private company for the collection, transport, and disposal of solid waste and recyclables from all business and residential uses. Waste generated within the city is driven to a materials recovery facility near the City of Industry and then disposed of in the Mesquite Regional Landfill in Imperial County (West Hollywood 2010).

The Mesquite Regional Landfill is located on 4,250 acres of land in Imperial County. The landfill has a maximum permitted capacity of 660,000,000 tons (1,100,000,000 cubic yards [cy]) (California Department of Resources Recycling and Recovery [CalRecycle] 2019a) and as of December 31, 2019, had a remaining capacity of 660,000,000 tons (1,100,000,000 cy) (Los Angeles County 2020a). The maximum permitted intake is 20,000 tons (33,333 cy) per operating day. The landfill has an expected closure year of 2122 (CalRecycle 2019a). Routine inspection for compliance with minimum State standards is conducted monthly. As of July 2021, the landfill was in satisfactory condition and did not include any violations or areas of concern (CalRecycle 2019a).

Figure 4.7-1 City of West Hollywood-LADWP and Beverly Hills Water Service Areas

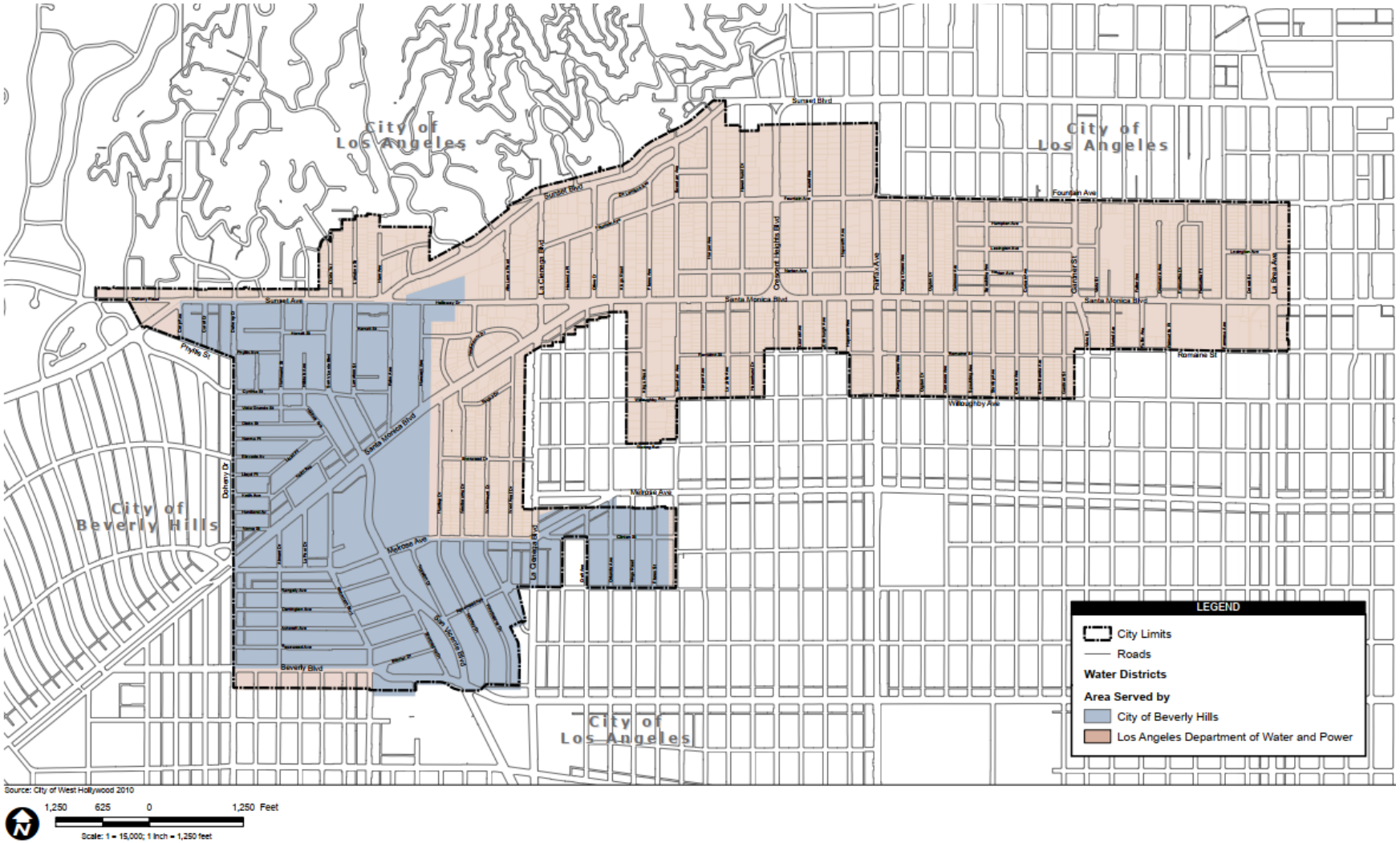
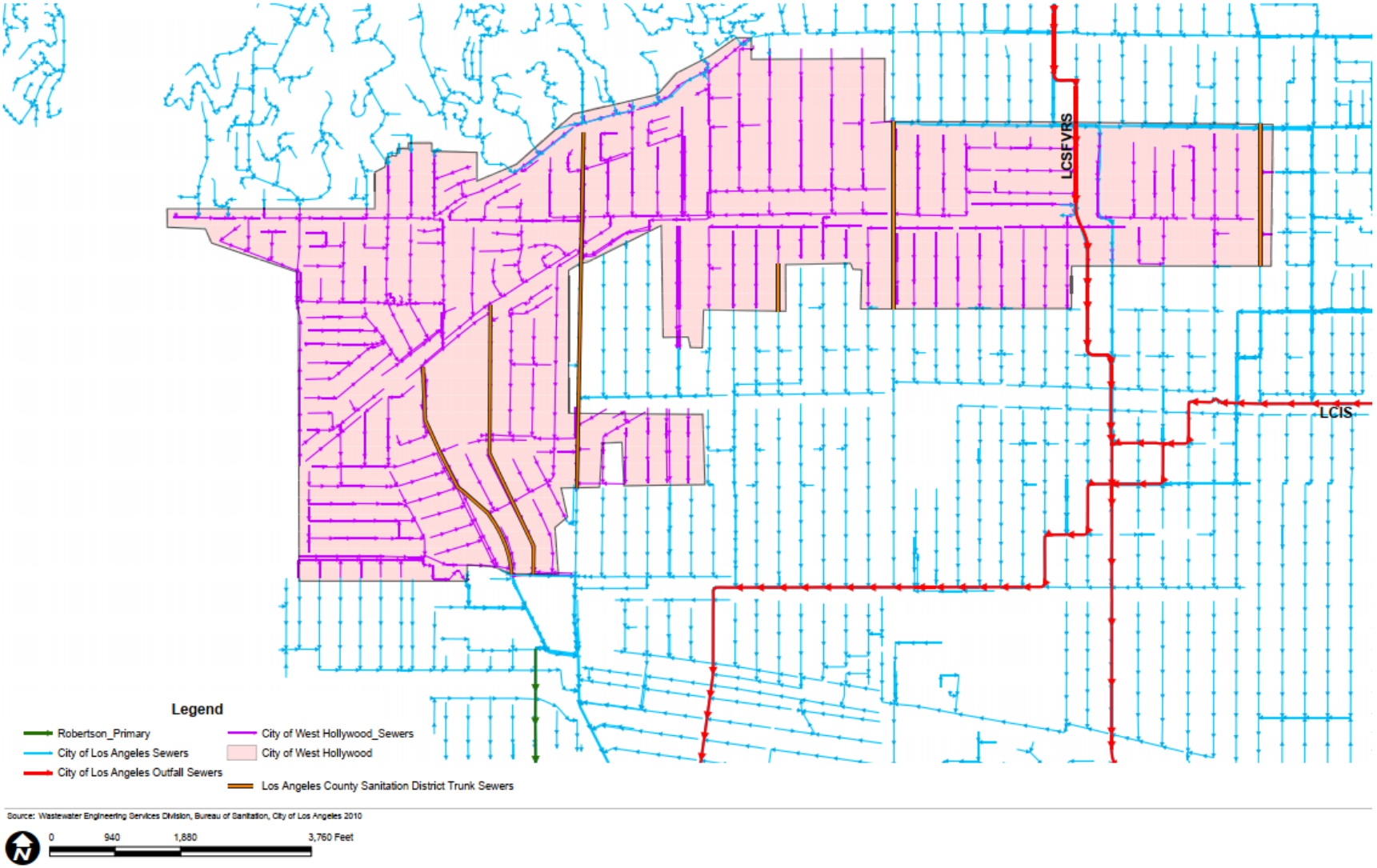


Figure 4.7-2 West Hollywood Sewer Lines



In 2019, approximately 26,177 tons of municipal solid waste was generated by West Hollywood residents and disposed of in the Mesquite Regional Landfill (CalRecycle 2019b). This represents an increase of approximately seven percent (24,482 tons) disposed of in 2018 (Calrecycle 2019c).

e. Telecommunications Electricity, and Natural Gas

Telecommunications services in West Hollywood are provided by private companies, including AT&T, EarthLink, and Spectrum, among others. Telecommunication companies are regulated by the California Public Utilities Commission (CPUC). A wide array of products and telecommunication services for residential and commercial uses are offered by various companies, including internet services, wireless services, television technology utilizing digital fiber optic technology, and satellite technology. A variety of telecommunication facilities exist along roadways and other areas around the city. All cellular towers and equipment are managed by private telecommunications service providers under the jurisdiction of the Federal Communications Commission (FCC).

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 which are available to residents, businesses, and other organizations in West Hollywood (West Hollywood 2011a). According to the California Energy Commission (CEC), in the year 2019, SCE had a total electricity usage of approximately 80,913 Gigawatt hours (GWh). Commercial building uses consisted of the second most energy intensive source (approximately 30,407 GWh or 37.6 percent of total electricity use) for SCE, followed by residential (approximately 27,324 GWh or 33.8 percent of total electricity use) (CEC 2019a).

The Southern California Gas Company (SoCalGas) provides the city with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. A SoCalGas service yard is within the city limits, adjacent to the West Hollywood Gateway Center, on Formosa Avenue at Romaine Street (West Hollywood 2011a). SoCalGas' service area is equipped with approximately 5.9 million meters of gas transmission pipelines throughout the 24,000-square mile service area (SoCalGas 2021). In 2019, SoCalGas customers consumed a total of approximately 5.4 billion therms of natural gas (CEC 2019b). Residential uses accounted for approximately 44.6 percent of SoCalGas' natural gas consumption. Industrial and commercials uses accounted for approximately 31 percent and 19 percent, respectively. The remaining natural gas usage was utilized for mining, construction, agriculture, and water pumps (CEC 2019b).

4.7.2 Regulatory Setting

a. Water Supply

State Regulations

Senate Bill 610

SB 610, codified in Water Code Sections 10910-10915, specifies the requirements for water supply assessments (WSAs) and their role in the California Environmental Quality Act (CEQA) process, and defines the role Urban Water Management Plans (UWMPs) play in the WSA process. SB 610 requires that, for projects subject to CEQA that meet specific size criteria, the water supplier prepare WSAs that determine whether the water supplier has sufficient water resources to serve the projected water demands associated with the projects. SB 610 provides specific guidance

regarding how future supplies are to be calculated in the WSAs where an applicable UWMP has been prepared. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' actual water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions.

Senate Bill 7

Senate Bill (SB) 7, enacted on November 10, 2009, mandates new water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide, as described in the "20 x 2020" State Water Conservation Plan (California State Water Resources Control Board [SWRCB] 2010). As such, each updated UWMP must now incorporate a description of how each respective urban water supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

Senate Bill 221

SB 221 also addresses water supply in the land use planning process and focuses on new residential subdivisions in nonurban areas. SB 221 requires the provision of written verification from the water service provider indicating that sufficient water supply is available to serve a proposed subdivision or a finding by the local agency that sufficient water supplies are or will be available prior to completion of a project. SB 221 specifically applies to residential subdivisions of 500 units or more. Government Code Section 66473.7(i) exempts "any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households."

Water Conservation Act (Senate Bill X7-7)

The Water Conservation Act of 2009 (SB X7-7), codified in California Water Code Section 10608, requires all water suppliers to increase water use efficiency. Enacted in 2009, this legislation sets an overall goal of reducing per capita urban water use, compared to 2009 use, by 20 percent by December 31, 2020. The State of California was required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent on or before December 31, 2015. Monthly statewide potable water savings reached 25.1 percent in February 2017 as compared to that in February 2013 (SWRCB 2017a). Cumulative statewide savings from June 2015 through February 2017 were estimated at 22.5 percent (SWRCB 2017b). Following a multi-year drought and improvements to hydrologic conditions, statewide potable water savings reached 14.7 percent in August 2017 as compared to August 2013 potable water production (SWRCB 2017c).

California Urban Water Management Planning Act

The California Urban Water Management Planning Act (California Water Code Division 6, Part 2.6, Sections 10610–10656) requires that all public water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre-feet per year (afy) of water, adopt an UWMP. An UWMP is intended to forecast future water demand and supply under normal and dry conditions. The UWMP must include a description of existing and planned sources of water available to the water supplier; conservation efforts to reduce water demand; alternative sources of

water; assessment of reliability and vulnerability of water supply; and water shortage contingency analysis. It must be updated every five years and submitted to the DWR for review. MWD and Beverly Hills Water both maintain UWMPs for their water systems.

The Urban Water Management Planning Act has been modified several times in response to the water shortages, droughts, and other factors. The Water Conservation Act of 2009 amended the Urban Water Management Planning Act to call for a statewide reduction of 20 percent in urban water use by the year 2020. An amendment in 2014 requires water suppliers to provide narrative descriptions of their water demand management measures and account for system water losses.

California Code of Regulations

California Code of Regulations (CCR) Title 24, Part 5, establishes the California Plumbing Code. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. The 2019 California Plumbing Code, which is based on the 2018 Uniform Plumbing Code, has been published by the California Building Standards Commission and went into effect on January 1, 2019.

Regional Regulations

Metropolitan Water District's Integrated Water Resources Plan – 2015 Water Tomorrow Update

MWD's Integrated Water Resources Plan (IRP) was first developed in 1996 to establish targets for a diversified portfolio of supply investments. The 2015 IRP is a plan to provide water supplies under a wide range of potential future conditions and risks. It identifies supply actions including recycled water, seawater desalination, stormwater capture, conservation, and groundwater cleanup to ensure local water supply reliability. The 2015 IRP was adopted by MWD's Board of Directors in January 2016 (MWD 2021a). The 2015 IRP is separate from MWD's UWMP and is incorporated by reference in the UWMP, as applicable. In September 2021, when this EIR was prepared, MWD was in the process of preparing the 2020 IRP (MWD 2021a).

Metropolitan Water District's 2020 Urban Water Management Plan

The MWD 2020 UWMP, adopted in June 2021, addresses the future of MWD's water supplies and demand through the year 2045. Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple-dry year conditions, i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 7-4 of the 2020 UWMP. The analysis in the 2015 Regional UWMP concluded that reliable water resources would be available to continuously meet demand through 2045. In the 2020 UWMP, the projected 2045 demand water is 2,860,000 afy (MWD 2021b).

In addition to the water reliability assessments, the plan includes an evaluation of frequent and severe periods of droughts, as described in the Drought Risk Assessment, and the preparation and adoption of the Water Shortage Contingency Plan (WSCP). In light of declining reservoir levels, the Lower Basin Drought Contingency Plan (DCP) was signed in 2019. This agreement incentivizes storage in Lake Mead and requires certain volumes of water be stored in Lake Mead under certain Lake Mead elevation levels through 2026. The goal of this agreement is to keep Lake Mead above critical elevations, and overall, it increases MWD's flexibility to store water in Lake Mead in greater

volumes and to take delivery of stored water to fill the Colorado River Aqueduct as needed (MWD 2021b).

MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region. MWD is also working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project deliveries. In addition, MWD has plans for supply implementation and continued development of a diversified resource mix, including programs in the Colorado River Aqueduct, State Water Project, Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs (MWD 2021b).

Local Regulations

Los Angeles Department of Water and Power's 2020 Urban Water Management Plan

LADWP adopted the 2020 UWMP on May 25, 2021. The 2020 UWMP complies with the Urban Water Management Planning Act, builds upon the goals and progress made in the 2015 UWMP. The UWMP details LADWP's efforts to promote the efficient use and management of its water resources. LADWP's UWMP is used a service area-wide methodology in developing its water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the projected growth in water use for the entire service area was considered in developing long-term water projections to the year 2045. Long range projections are based on the Southern California Association of Governments (SCAG) growth projections in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Beverly Hills Water 2020 Urban Water Management Plan

Beverly Hills Water 2020 UWMP provides a detailed summary of present and future water supplies and demands. In addition, the UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis identifies supply reliability under three hydrologic conditions: a normal year, single dry-year, and five consecutive dry-years.

West Hollywood General Plan 2035

The West Hollywood General Plan 2035 (adopted September 19, 2011) is the primary mechanism for guiding future population growth and development in West Hollywood and provides a guide for land use decision-making. The General Plan's Infrastructure, Resources, and Conservation Element includes discussion regarding the conservation and enhancement of natural resources within the city. The goals and policies of the Infrastructure, Resources, and Conservation Element are intended to preserve infrastructure and protect natural resources, such as water resources (West Hollywood 2011a). The goals and policies applicable to water resources are presented below:

Goal IRC-2: Provide citywide access to high-quality water, gas, electricity, and telecommunications services.

Intent: To ensure that the community is provided with high quality utilities to meet current and future demand.

IRC-2.1: Support city-wide access to water, gas, power, and telephone and other telecommunications services.

IRC-2.2: Require development 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.

IRC-2.3: Require that development projects pay for their share of the costs of improvements to water, gas, power and other utilities that they necessitate.

IRC-2.4: On an ongoing basis, share information 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.

Goal IRC-3: Reduce water use and ensure a long-term water supply.

Intent: To conserve the City's water supply and reduce the negative environmental impacts of water use through water efficiency, conservation, capture, and reuse.

IRC-3.1: Allow for construction of new development only when there is sufficient water to supply that development, as determined by the service provider.

IRC-3.2: Require development projects with the water-use equivalent of 10 dwelling units or more to conduct a long-term water supply analysis as part of the development approval process.

IRC-3.3: Regularly update water conservation regulations to ensure that current best practices are utilized.

IRC-3.4: Educate the public regarding water conservation, greywater use, and water storage and capture strategies.

IRC-3.5: Take 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

IRC-3.6: Require all new buildings to meet the following standards:

- Achieve a reduction of water use of 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.

IRC-3.7: Encourage 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

b. Wastewater and Stormwater

Federal Regulations

Clean Water Act

The objective of the Federal Water Pollution Control Act, commonly referred to as the Clean Water Act, is to restore and maintain the chemical, physical, and biological integrity of the nation's waters and maintain the integrity of wetlands. The Clean Water Act seeks to regulate point and nonpoint pollution sources, providing assistance to publicly owned treatment works (commonly known as wastewater treatment plants owned by a governmental agency for the improvement of wastewater treatment).

The Clean Water Act established the National Pollutant Discharge Elimination System (NPDES), which requires a Stormwater Pollution Prevention Plan (SWPPP) to be developed and implemented for projects that disturb more than 0.5 acre of land. The SWRCB and the nine regional water quality control boards (RWQCBs) administer NPDES to regulate and monitor discharged waters and to ensure they meet water quality standards.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act), enacted by the State in 1969, includes provisions to address requirements of the Clean Water Act. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the State. The SWRCB and the RWQCBs are the State agencies with primary responsibility for the coordination and control of water quality. Porter-Cologne grants the RWQCBs authority to implement and enforce water quality laws, regulations and plans to protect the groundwater and surface waters.

In 2006, the SWRCB adopted the Statewide General Waste Discharge Requirements for publicly owned sanitary sewer systems with greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in California. Under the Statewide General Waste Discharge Requirements, the owners of such systems must comply with the following requirements: (1) acquire an online account from the SWRCB and report all sanitary sewer overflows online; and (2) develop and implement a written Sewer System

Management Plan (SSMP) to control and mitigate sanitary sewer overflows and make it available to any member of the public upon request in writing.

SSMP requirements are modeled on proposed federal capacity, management, operations, and maintenance plans. The SSMP policy requires dischargers to provide adequate capacity in the sewer collection system, take feasible steps to stop sewer overflows, identify and prioritize system deficiencies, and develop a plan for disposal of grease, among other requirements. In addition, wastewater providers must report sanitary sewer overflows to the Los Angeles RWQCB, must keep internal records of these overflows, and must produce an annual report on overflows. Reporting of overflows from laterals on private property, if caused by an owner, is not required.

California Code of Regulations

The California Water Code requires the Department of Health Services (DHS) to establish water reclamation criteria. In 1975, the DHS prepared Title 22 to fulfill this requirement, regulating production/use of recycled water by establishing three categories of recycled water:

- Primary effluent, that typically includes grit removal and initial sedimentation or settling tanks;
- Adequately disinfected, oxidized effluent (secondary effluent), that typically involves aeration and additional settling basins; and
- Adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent), that typically involves filtration and chlorination.

In addition to defining recycled water uses, Title 22 defines requirements for sampling and analysis of effluent and requires specific design requirements for plants.

CCR Title 24, Part 5, establishes the California Plumbing Code, which became effective January 1, 2014, and sets efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. Accordingly, the maximum flow rate for showerheads is 2.0 gallons per minute (gpm) at 80 pounds per square inch (psi) and for lavatory faucets is 1.5 gpm at 60 psi. In addition, all water closets (i.e., flush toilets) are limited to 1.6 gallons per flush and urinals are limited to 0.5 gallons per flush. In addition, Section 1605.3(h) establishes State efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves.

CCR Title 24, Part 11, establishes planning and design standards for sustainable site development energy efficiency, water conservation, material conservation, and internal air contaminants. These provisions became effective January 1, 2011.

Local Regulations

West Hollywood General Plan 2035

The West Hollywood General Plan 2035 (adopted September 19, 2011) is the primary mechanism for guiding future population growth and development in West Hollywood and provides a guide for land use decision-making. The General Plan's Infrastructure, Resources, and Conservation Element includes discussion regarding the conservation and enhancement of natural resources within the city. The goals and policies of the Infrastructure, Resources, and Conservation Element are intended to preserve infrastructure and protect natural resources (West Hollywood 2011a). The goals and policies applicable to wastewater and stormwater are presented below:

Goal IRC-8: Provide a wastewater system that protects the health, safety, ecology, and welfare of the community.

IRC-8.1: Regularly inspect, maintain and rehabilitate the City's sewer system.

IRC-8.2: Require development projects to pay for their share of wastewater system improvements necessitated by that development.

IRC-8.3: Require development projects with a net increase of sewage flow equivalent of 10 dwelling units to prepare a sewer capacity analysis to demonstrate available capacity.

IRC-8.4: Consider local options for wastewater and participate in regional wastewater recycling and utilization efforts.

IRC-8.5: Maintain an updated Sewer Master Plan.

IRC-8.6: Educate the public about the ecological damage caused by disposing of chemicals such as paints, lubricants, pharmaceuticals, fertilizers and other petrochemicals and volatile organic compounds into the sewer system.

Goal IRC-9: Provide safe, sanitary and environmentally sustainable stormwater management.

IRC-9.1: Work 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.

IRC-9.2: Maintain, fund, and regularly monitor the City's stormwater infrastructure.

IRC-9.3: As feasible, maximize local actions to reduce, capture, and treat urban runoff.

IRC-9.4: Collaborate with other government agencies and the Santa Monica Bay and Ballona Creek Watersheds to reduce and remove contaminants in urban runoff.

IRC-9.5: Pursue programs that reduce the amount and improve the quality of stormwater runoff in a manner the meets or exceeds regional, state, and federal stormwater programs.

IRC-9.6: Reduce the amount and improve the quality of stormwater that leaves the City through best management practices, including stormwater reuse and the use of vegetation and permeable surfaces to capture and filter stormwater.

IRC-9.7: Encourage development projects to manage stormwater on site in accordance with the City approved Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan.

IRC-9.8: Explore innovative ways of capturing and reusing stormwater for non-drinking water purposes to reduce the use of potable water.

IRC-9.9: Require that development projects pay for the cost of stormwater system improvements necessitated by that development.

West Hollywood Sewer System Management Plan

In compliance with SWRCB Order No. 2006-0003-DWQ, the City has adopted a SSMP that also includes a Sanitary Sewer Overflow Emergency Response Plan. The SSMP addresses the operation, maintenance, design, and performance of the city's sewers and provides an overflow emergency response plan and a system evaluation and capacity assurance plan to reduce the frequency and volume of sanitary sewer overflows. Implementation of the SSMP, requires the City to (1) properly

fund, manage, maintain, and operate its sanitary sewer systems to prevent sanitary sewer overflows; (2) construct and maintain the collection system using trained staff possessing adequate knowledge, skills, and abilities, as demonstrated through validated programs; and (3) fully comply with SWRCB Order No. 2006-003-DWQ.

West Hollywood Municipal Code (WHMC)

Title 15, Article 1, *Sewers and Industrial Waste*, of the WHMC establishes a means of providing adequate sewers which are required for the redevelopment of the city; a charge to be collected from the owners of properties that propose to discharge, to the public sewer, quantities of sewage in excess of the quantity for which the system was designed; and a fund in which these charges may be deposited and from which moneys will be available for the sanitary sewer construction program.

Chapter 13.26, *Existing Building Code*, includes requirements for construction debris control in order to prevent the discharge of such debris into the storm sewer system. Section 13.26.040 of the WHMC states that it shall be the responsibility of the owner of property upon which construction work, of any type, takes place to provide a plan for controlling discharges of construction debris, including liquid, cementitious, organic, or earth materials, in order to prevent the discharge of such debris to the storm sewer system. Construction may not commence until such plan is approved by the Director of Public Works or his/her designee. Where feasible, the area for containment of debris shall be located upon the same lot where the construction is to take place. However, due to the topographic nature of the city, certain on-site locations may not be feasible. In such cases as determined by the Director of Public Works or his/her designee, the owner or contractor may obtain an encroachment permit to establish the area of containment in the street in front of the property, subject to all conditions imposed as part of the permit. The plan for controlling construction debris shall establish a work area for trades which require water to produce their work. Such area shall be dyked or excavated to prevent water borne debris from leaving the construction site. Products of such activity, including without limitation, brick dust, concrete spoil, stucco spoil, and similar materials, shall be properly disposed of in accordance with all applicable laws prior to final approval of the building permit.

Chapter 15.56, *Storm Water and Urban Runoff Pollution Control,* aims to protect and enhance the quality of watercourses, water bodies, and wetlands within the city in a manner consistent with the Federal Clean Water Act and the California Porter-Cologne Act and the municipal NPDES permit; provide the City with the legal authority necessary to control discharges to and from those portions of the municipal stormwater system over which it has jurisdiction as required by the municipal NPDES permit and to hold dischargers to the municipal stormwater system accountable for their contributions of pollutants and flows; and sets forth requirements for the construction and operation of certain “commercial development,” “new development,” “redevelopment,” and other projects that are intended to ensure compliance with the stormwater mitigation measures required by the current municipal NPDES permit.

c. Solid Waste

State Regulations

Assembly Bill 1327

The California Solid Waste Reuse and Recycling Access Act of 1991 or Assembly Bill (AB) 1327, as amended, requires each local jurisdiction in the State to adopt an ordinance requiring commercial,

industrial, or institutional buildings; marinas; or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials.

Assembly Bill 939 and Senate Bill 1016

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. In 2006, SB 1016 updated the requirements. The updated per capita disposal and goal measurement system moves the emphasis from an estimated diversion measurement number to using an actual disposal measurement number as a factor, along with evaluating program implementation efforts. These two factors will help determine each jurisdiction's progress toward achieving its AB 939 diversion goals. The 75 percent diversion requirement is now measured in terms of per-capita disposal expressed as pounds per person per day.

Assembly Bill 341

The purpose of AB 341 is to reduce greenhouse gas (GHG) emissions by recycling commercial solid waste rather than diverting it for landfill disposal, and to expand the opportunity for additional recycling services and manufacturing facilities in California. In addition to mandatory commercial recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Construction and Demolition Waste Materials Diversion Program Requirements (SB 1374)

In 2002, Construction and Demolition Waste Materials Diversion Requirements (SB 1374) added California Public Resources Code (PRC) Section 42912, requiring jurisdictions to include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also requires that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

Zero Waste California

Zero Waste California is a State program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste. Zero waste provides that wasting resources is inefficient and that the efficient use of natural resources should be achieved. The concept requires maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

California Green Building Standards Code (2019), California Code of Regulations Title 24

California's Green Building Code, referred to as CALGreen, was developed to reduce GHG emissions from buildings, promote environmentally responsible, cost-effective, healthier places to live and work, reduce energy and water consumption, and respond to the environmental directives of the administration. CALGreen requires developers of newly constructed buildings to develop a waste management plan to divert 60 percent of the construction waste generated by project construction.

Builders or developers are required to submit a construction waste management plan to the appropriate jurisdiction's enforcement agency.

Regional Regulations

County of Los Angeles Integrated Waste Management Plan

The County of Los Angeles Integrated Waste Management Plan (CoIWMP), approved by the California Integrated Waste Management and Recycling Board (CIWMB) in 1999, sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The CoIWMP ensures that the waste management practices of cities and other jurisdictions in the county are consistent with the solid waste diversion goals of AB 939 through source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The CoIWMP calls for the establishment of 50 years of in-county permitted landfill capacity, as well as the County's support for the development of disposal facilities outside the county.

The County continually evaluates landfill needs and capacity through the preparation of the CoIWMP annual reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed, in part, by determining the available landfill capacity. The 2019 Annual Report is the most recent report which was completed in September 2020.

As part of the CoIWMP, the County prepared the Countywide Siting Element which identifies disposal capacities and discusses waste prevention, materials reuse, recycling, and alternatives to landfills as the ability to adequately manage solid waste on a long-term basis countywide is contingent upon comprehensively analyzing all factors. The most recent 2020 revised Countywide Siting Element document, when approved by a majority of the cities containing a majority of the incorporated population in the county, the County of Los Angeles Board of Supervisors, and CalRecycle, will replace the existing Countywide Siting Element and will cover the planning period beginning 2018 through 2033 (Los Angeles County Department of Public Works 2020).

Local Regulations

West Hollywood Solid Waste and Recyclables Collection Services Ordinance

Title 15, Article 2, *Solid Waste Management*, of the WHMC establishes regulatory compliance for the collection, removal and disposal of solid waste, yard waste, and recyclable materials within the city.

West Hollywood General Plan 2035

The West Hollywood General Plan 2035 (adopted September 19, 2011) is the primary mechanism for guiding future population growth and development in West Hollywood and provides a guide for land use decision-making. The General Plan's Infrastructure, Resources, and Conservation Element includes discussion regarding the conservation and enhancement of natural resources within the city. The goals and policies of the Infrastructure, Resources, and Conservation Element are intended to preserve infrastructure and protect natural resources (West Hollywood 2011a). The goal and policies applicable to solid waste are presented below:

Goal IRC-10: Use best practices to reduce and manage solid waste.

IRC-10.1: Aggressively seek to reduce West Hollywood's rate of waste disposal per capita.

IRC-10.2: Provide services for recycling and composting and expand these services over time, where appropriate.

IRC-10.3: Encourage all construction projects (regardless of size) to divert 80% of the construction waste debris away from landfills.

IRC-10.4: Provide ongoing education to residents and businesses about waste reduction, composting, and recycling.

IRC-10.5: Support or sponsor regular e-waste and hazardous materials disposal events.

IRC-10.6: Where feasible, provide streetside recycling containers alongside public trash receptacles.

IRC-10.7: Encourage the use of recycled building materials in public and private development projects.

IRC-10.8: When appropriate, support legislation to reduce the creation of waste, including advocating for manufacturer responsibility for product waste, and banning problem materials.

IRC-10.9: As feasible, require the use of recycled paper and other recycled materials in all City operations.

IRC-10.10: Collaborate with other government agencies to promote waste reduction.

City of West Hollywood Climate Action Plan

In September 2011, the City of West Hollywood adopted a Climate Action Plan (CAP) as an implementation measure of the General Plan 2035. The CAP identifies community and municipal strategies to reduce GHG emissions and improve sustainability within municipal operations and the community as a whole. The CAP identifies implementation action items and the City tracks emissions reduction progress in the following sectors: Land Use and Community Design, Transportation and Mobility, Energy Use and Efficiency, Waste Reduction and Recycling, Green Space, Water Use and Efficiency, and Community Engagement and Leadership (West Hollywood 2011b). The CAP includes the following measures related to solid waste reduction:

SW-1.1: Establish a waste reduction target not to exceed 4.0 pounds per person per day.

SW-1.3: Encourage the use of reusable and biodegradable materials in retail and commercial establishments.

The City typically reports to the State of California Governor's Office of Planning and Research on CAP implementation progress annually as a companion to the General Plan 2035 Annual Progress Report. The CAP Annual Progress Report is a synopsis of the City's progress in implementing measures identified in the CAP and in meeting its GHG reduction target of 20 to 25 percent below 2008 emission levels by 2035. As of 2017, CAP implementation progress is reported separately from the General Plan in a CAP Annual Progress Report (West Hollywood 2018).

d. Telecommunications, Electricity, and Natural Gas

Federal Regulations

Federal Energy Regulatory Commission

The United States Department of Energy (DOE) is the federal agency responsible for establishing policies regarding energy conservation, domestic energy production and infrastructure. The Federal Energy Regulatory Commission (FERC) is an independent federal agency, officially organized as part of the DOE which is responsible for regulating interstate transmission of natural gas, oil and electricity, reliability of the electric grid and approving of construction of interstate natural gas pipelines and storage facilities. The Energy Policy Act of 2005 has also granted FERC with additional responsibilities of overseeing the reliability of the nation's electricity transmission grid and supplementing state transmission siting efforts in national interest electric transmission corridors.

The FCC requires all new cellular tower construction to be approved by the state or local authority for the proposed site and comply with FCC rules involving environmental review. Additionally, the Telecommunications Act of 1996 requires construction of new cellular towers to comply with the local zoning authority.

State Regulations

California Independent System Operator

The California Independent System Operator (ISO) is an independent public benefit corporation responsible for operating California's long-distance electric transmission lines. The California ISO is led by a five-member board appointment by the Governor and is also regulated by FERC. While transmission owners and private electric utilities own their lines, the California ISO operates the transmission system independently to ensure that electricity flows comply with federal operational standards. The California ISO analyzes current and future electrical demand and plans for any needed expansion or upgrade of the electric transmission system.

California Public Utilities Commission

The CPUC establishes policies and rules for electricity and natural gas rates provided by private utilities in California, such as SCE and SoCalGas. Public-owned utilities such as the LADWP do not fall under the CPUC's jurisdiction. The Digital Infrastructure and Video Competition Act of 2006 (DIVCA) established the CPUC as the sole cable/video TV franchising authority in the State of California. DIVCA took effect January 1, 2007.

The CPUC is overseen by five commissioners appointed by the Governor and confirmed by the State Senate. The CPUC's responsibilities include regulating electric power procurement and generation, infrastructure oversight for electric transmission lines and natural gas pipelines and permitting of electrical transmission and substation facilities.

California Energy Commission

The CEC is a planning agency that provides guidance on setting the State's energy policy. Responsibilities include forecasting electricity and natural gas demand, promoting and setting energy efficiency standards throughout the state, developing renewable energy resources and permitting thermal power plants 50 megawatts and larger. The CEC also has specific regulatory

authority over publicly owned utilities to certify, monitor and verify eligible renewable energy resources procured.

Senate Bill 1389

SB 1389 (PRC Sections 25300–25323), adopted in 2002, requires the development of an integrated plan for electricity, natural gas, and transportation fuels. Under the bill, the CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. For the 2020 Integrated Energy Policy Report Update, the CEC decided to separate the report into three volumes. Volume I, which was published in March 2021, highlights California's transportation future and the transition to zero-emission vehicles (ZEVs). Volume II, which was published in April 2021, examines microgrids, lessons learned from a decade of State-supported research, and stakeholder feedback on the potential of microgrids to contribute to a clean and resilient energy system. Volume III, which was published in, reports on California's energy demand outlook, updated to reflect the global pandemic and help plan for a growth in zero-emission plug in electric vehicles (CEC 2021).

Senate Bill 649

SB 649 requires small cellular installations be on vertical infrastructure and on property outside of public rights-of-way. The installation is required to comply with all applicable federal, State, and local health and safety regulations. Additionally, cellular equipment that is no longer in use is required to be removed at no cost to the City.

Senate Bill 1368

SB 1368 prohibits purchase arrangements for energy for periods of longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The purpose is to limit carbon emissions associated with electrical energy consumed in California. Coal-fired plants cannot meet this standard because these plants emit roughly twice as much carbon as combined cycle natural gas power plants. SB 1368 effectively prevents California's utilities from investing in, financially supporting, or purchasing power from new coal plants located in or out of the state.

California Green Building Standards Code (2019), California Code of Regulations Title 24

California's Green Building Code, referred to as CALGreen, was developed to reduce GHG emissions from buildings, promote environmentally responsible, cost-effective, healthier places to live and work, reduce energy and water consumption, and respond to the environmental directives of the administration. The most recent version of CALGreen (July 2019) lays out the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design.

Local Regulations

West Hollywood General Plan 2035

The West Hollywood General Plan 2035 (adopted September 19, 2011) is the primary mechanism for guiding future population growth and development in West Hollywood and provides a guide for

land use decision-making. The General Plan's Infrastructure, Resources, and Conservation Element includes discussion regarding the conservation and enhancement of natural resources within the city. The goals and policies of the Infrastructure, Resources, and Conservation Element are intended to preserve infrastructure and protect natural resources (West Hollywood 2011a). The goals and policies applicable to telecommunication and energy efficiency are presented below:

Goal IRC-2: Provide citywide access to high-quality water, gas, electricity, and telecommunications services.

IRC-2.1: Support city-wide access to water, gas, power, and telephone and other telecommunications services.

IRC-2.2: Require development 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.

IRC-2.3: Require that development projects pay for their share of the costs of improvements to water, gas, power and other utilities that they necessitate.

IRC-2.4: On an ongoing basis, share information 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.

IRC-2.5: Seek opportunities to provide advanced telecommunications technology to all City residents and businesses at affordable rates.

Goal IRC-4: Reduce the total and per capita amount of energy used in the City.

IRC-4.1: Promote building energy efficiency improvements through strategies that may include the following:

- Retrofits of existing buildings with energy efficient technology
- 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

IRC-4.2: Promote land use patterns and mobility decisions that result in reduced vehicle trips and therefore reduced overall energy use from the transportation sector.

IRC-4.3: Maximize 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, or 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

IRC-4.4: As feasible, coordinate 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.

Goal IRC-6: Reduce the City's contribution to global climate change, and adapt to its effects.

IRC-6.10: Implement policies in this Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling, and solid waste, and facilities for City operations, including policies that accomplish the following:

- Reduce energy associated with the use, treatment, and conveyance of water and wastewater
- Improve energy efficiency in existing buildings
- Ensure high levels of energy performance in new construction
- Maximize the use of renewable energy
- Reduce the amount of waste sent to landfills
- Improve energy efficiency and increase energy conservation within city facilities

City of West Hollywood Climate Action Plan

In September 2011, the City of West Hollywood adopted a CAP as an implementation measure of the General Plan 2035. The CAP identifies community and municipal strategies to reduce GHG emissions and improve sustainability within municipal operations and the community as a whole. The CAP identifies implementation action items and the City tracks emissions reduction progress in the following sectors: Land Use and Community Design, Transportation and Mobility, Energy Use and Efficiency, Waste Reduction and Recycling, Green Space, Water Use and Efficiency, and Community Engagement and Leadership (West Hollywood 2011b). The CAP includes the following measures related to energy efficiency:

E-1.1: Develop a comprehensive outreach program to facilitate voluntary residential and commercial building energy efficiency improvements.

E-1.2: Develop a comprehensive residential renewable energy program that provides incentives, outreach, financing, and other forms of assistance.

E-1.3: Work with Southern California Edison to accelerate smart grid integration into the community.

E-1.4: Develop and implement a point-of-sale residential energy conservation ordinance (RECO) and commercial energy conservation ordinance (CECO).

E-1.5: Develop an energy efficient appliance upgrade program for residents and business owners to promote upgrades from inefficient appliances to new Energy Star appliances.

4.7.3 Environmental Impacts

a. Methodology

Impacts related to utilities and service systems were evaluated by forecasting utility demands associated with the proposed project and comparing such demands to current and planned service system capacity. Utility and service system demands of the proposed project were quantified where possible, based upon readily available public information and industry standards, with all assumptions identified in the analysis below. Where insufficient data was available to quantify utility and service system demands, such demands are discussed qualitatively in order to inform the impact analysis.

b. Thresholds of Significance

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. The Initial Study prepared for the project (Appendix B) determined that a potentially significant impact might occur under the following thresholds and therefore, are analyzed in this section of the EIR.

Threshold 4.7-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects

Threshold 4.7-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

Threshold 4.7-3: Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

Threshold 4.7-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

The Initial Study found no potentially significant impacts related to compliance with federal, State, and local management solid waste reduction statutes. Therefore, the following issue is not studied further herein.

- Not comply with federal, State, and local management and reduction statutes and regulations related to solid waste

4.7.4 Project Impacts and Mitigation Measures

Threshold 4.7-1:	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact U-1 REASONABLY FORESEEABLE DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD REQUIRE UTILITY SERVICE AND CONNECTIONS FOR WATER SUPPLY, WASTEWATER CONVEYANCE AND TREATMENT, AND STORMWATER CONVEYANCE, AS WELL AS TELECOMMUNICATIONS, ELECTRICITY, AND NATURAL GAS. EXISTING UTILITY SYSTEMS IN WEST HOLLYWOOD HAVE SUFFICIENT CAPACITY TO SERVE REASONABLY FORESEEABLE DEVELOPMENT. WHILE NEW CONNECTIONS TO EXISTING UTILITY SERVICE SYSTEMS WOULD BE REQUIRED, SUCH CONNECTIONS WOULD NOT RESULT IN SIGNIFICANT ENVIRONMENTAL EFFECTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Reasonably foreseeable development accommodated under the Housing Element Update would involve up to 4,284 new residential units by 2029. The potential construction impacts associated with utility infrastructure buildout for development under the Housing Element Update are discussed below.

Water Supply

Construction activities associated with reasonably foreseeable development accommodated under the Housing Element Update would require water for dust suppression, concrete manufacturing,

and washing construction equipment. Temporary construction water would be trucked to active construction sites or produced from existing fire hydrants near the applicable site(s), with City approval. As such, construction water demands would not require new connections or conveyance facilities, as existing or mobile facilities would be used.

New water supply connections and associated facilities would be required for future development accommodated under the proposed project to convey potable water supply. Such upgrades would occur within existing utility easements and would be located underground, primarily within existing roadways. Reasonably foreseeable development accommodated under the proposed project would be located on previously developed sites within the city that are currently zoned for residential development per current General Plan regulations. As shown in Figure 2-4 in Section 2, *Project Description*, these sites have previously been disturbed. New water service connections would be consistent with utility expansion in urbanized areas, such that minimal areas of new disturbance would occur. Although all parcels in West Hollywood have access to public utility infrastructure, in some cases the infrastructure is older and in need of replacement or insufficient to meet the needs of a particular project. Pursuant to General Plan 2035 Policy IRC-2.3, new development is required to pay for their share of upgrading the utility infrastructure as needed to serve their project, including installing larger water mains, new water meters, and/or upgrades to existing facilities.

Developers are responsible for funding any infrastructure improvements that are required to mitigate project impacts and have not been previously identified as part of a capital improvement program covered by the development impact fees. Consistent with applicable State law, the City's development fees ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to the development project in order to refurbish the existing facilities to maintain the existing level of service and achieve an adopted level of service that is consistent with the City's General Plan (California Government Code Section 66001(g)).

As individual housing projects accommodated under the Housing Element Update are proposed and considered for approval by the City, project proponents are required to demonstrate that any identified system deficiencies reasonably related to the development project are adequately addressed by the responsible project proponent and future upgrades are designed in accordance with the WHMC and to the satisfaction of the Los Angeles County Engineer. Due to the existing built-up nature of the city, it is reasonably anticipated that future improvements for water supply requirements would not disturb previously undisturbed areas and would be situated within existing utility rights-of-way, such as but not limited to within public roadways.

Water supply for reasonably foreseeable development accommodated under the proposed project would be provided by LADWP in the eastern portion of the city and Beverly Hills Water in the western portion of the city. LADWP purchases water supplies from the MWD (which imports water from Northern California through the State Water Project's California Aqueduct and from the Colorado River through the Colorado River Aqueduct), the Los Angeles Aqueduct (which brings water directly from the eastern Sierra Nevada Mountains), and local groundwater (West Hollywood 2011a). Beverly Hills Water receives their water supply from treated imported water purchased form the MWD, and to a lesser extent, groundwater pumped from the Hollywood Ground Basin via four city wells. As discussed under Impact U-2, reasonably foreseeable development under the proposed project would increase water demand by an estimated 1,564 afy per LADWP's 2020 UWMP, which would be within the LADWP's demand forecast for 2030 under normal weather and single/multiple dry year conditions. In addition, reasonably foreseeable development under the proposed project would increase water demand by an estimated 1,121 afy per Beverly Hills Water's 2020 UWMP, which would be within the Beverly Hills' demand forecast for 2030 under normal

weather and single/multiple dry year conditions. Therefore, there would be sufficient availability and reliability of water supply for the proposed project and potential impacts related to relocation or construction of water supply facilities would be less than significant.

Wastewater

Reasonably foreseeable development accommodated under the proposed project would foreseeably require new connections for wastewater conveyance and sufficient capacity for wastewater treatment. As described in Section 4.7.1(b) above, wastewater conveyance in West Hollywood is provided by approximately 39 miles of City-owned and operated underground pipelines. The Los Angeles County Public Works Department is responsible for the maintenance of the city's sewer mainlines, while individual property owners are responsible for the maintenance of the sewer laterals that connect buildings to mainlines. All structures producing sewage or liquid waste in the City of West Hollywood must be connected to the sewer system mainline by sewer lateral lines and must provide sufficient capacity, as determined by the County Engineer, for peak-flow rates of discharge at all times (West Hollywood 2021).

Per WHMC Section 15.08.060, in the event a lot in the city is to undergo development or redevelopment, such as that which would occur under the proposed project, and the anticipated sewage from the proposed use is found by the County Engineer to exceed the capacity available in the public sewer, the building permit for such development or redevelopment would not be issued until such time as capacity in the public sewer is available or can be made available before the building is occupied. In addition, new construction or change in occupancy would be required to pay the County Engineer at the time of issuance of a permit, a charge based on the additional peak flow created by the project equal to the sum of thirty-one dollars ($31.00) per one hundred gallons per day (gpd) of additional peak flow (West Hollywood 2021). Wastewater generated in the city is conveyed to the HWRP located in Playa Del Rey for treatment prior to discharge in accordance with an existing NPDES permit.

Reasonably foreseeable development accommodated under the Housing Element Update would be required to comply with General Plan Policies IRC-8.2 and IRC-8.3, as well as the requirements of WHMC Title 15, Article 1, *Sewers and Industrial Waste*, which establishes City standards related to wastewater discharge, peak flow, and sewer capacity. New connections to the city sewer system, including the construction of new laterals connecting to the sewer mainline, would be subject to permitting approval by the County Engineer (West Hollywood 2021). New wastewater conveyance connections and upgrades would be provided as needed for individual projects under the proposed project. Construction for new connections and upgrades would occur within existing utility easements to the maximum extent practicable and are not anticipated to result in new areas of disturbance due to the existing built-up nature of the city. Although all parcels in West Hollywood have access to public utility infrastructure, in some cases the infrastructure is older and in need of replacement or insufficient to meet the needs of a particular project. Pursuant to General Plan Policy IRC-2.3, developers are responsible for funding any infrastructure improvements that are required to mitigate project impacts and that have not been previously identified as part of a capital improvement program covered by the development impact fees, including installing larger water mains, new water meters, and/or upgrades to existing facilities. Consistent with applicable State law, the City's development fees ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to the development project in order to refurbish the existing facilities, maintain the existing level of service, and achieve an

adopted level of service that is consistent with the City's General Plan (California Government Code Section 66001(g)).

Reasonably foreseeable development accommodated under the proposed project would be located on previously developed sites that are currently zoned for residential development per current General Plan regulations. New wastewater service connections would also be subject to County Engineer approval prior to the issuance of building permits.

Wastewater treatment would continue to be provided by the HWRP, which has a design capacity of 450 mgd and currently treats approximately 275 mgd, as discussed above in Section 4.7.1(b). Therefore, the HWRP has an available treatment capacity of approximately 175 mgd.

Reasonably foreseeable development accommodated under the proposed project would involve up to 4,284 new residential units in the city. Considering the horizon year for the Housing Element Update is 2029, Table 4.7-1 below provides projected water demand and wastewater generation based on the 2030 Per Capita Water Demand for both LADWP and Beverly Hills Water and the projected population under the proposed project.

Table 4.7-1 Projected Water Demand and Wastewater Generation

	2030 Per Capita Water Demand	Projected Development	Potable Water Demand (gpd)	Potable Water Demand (afy)	Wastewater Generated (afy)[1]	Wastewater Generated (mgd)
LADWP	326 gpd/unit	4,284	1,396,584	1,564	1,251	1.1
Beverly Hills Water	292 gpcd	4,284	1,250,928	1,401	1,121	1.0

gpcd = gallons per capita per day; gpd = gallons per day; afy = acre-feet per year; mgd = million gallons per day

[1] Wastewater is 80 percent of the Potable Water Demand.

Sources: LADWP 2021, Beverly Hills 2021

As shown in Table 4.7-1, the projected development of 4,284 new residential units would increase potable water demand by 1,396,584 gpd per the LADWP 2020 UWMP and 1,250,928 gpd per Beverly Hills Water's 2020 UWMP, which equates to approximately 1,564 afy and 1,401 afy, respectively. Accordingly, the wastewater generated would be up to approximately 1,251 afy per LADWP's 2020 UWMP and 1,121 afy per Beverly Hills Water's 2020 UWMP, which equates to approximately 1.1 mgd and 1.0 mgd, respectively. As stated above, the HWRP's current available treatment capacity is 175 mgd, which is sufficient to accommodate wastewater generated by the proposed project.

While individual projects conducted under the Housing Element Update would foreseeably require new wastewater conveyance and treatment connections, such connections would be designed and permitted on a project-specific basis. In addition, future project proponents have a legal obligation for all future wastewater upgrades to be designed in accordance with General Plan Policies IRC-8.2 and IRC-8.3, the WHMC, and to the satisfaction of the County Engineer. Potential impacts related to relocation or construction of new wastewater facilities would be less than significant.

Stormwater

Development under the Housing Element Update would not result in a substantial increase in impervious surfaces as development would be focused on previously developed sites, which are already largely covered with impervious surfaces. Compliance with WHMC Chapter 13.26, *Existing*

Building Code, along with Chapter 15.56, *Storm Water and Urban Runoff Pollution Control* would ensure that future development projects resulting from the Housing Element Update would be implemented with appropriately sized and sited stormwater conveyance facilities. In the long-term, redevelopment of properties in the city is anticipated to improve the quality of stormwater runoff by replacing older development with new development that incorporates Low Impact Development (LID) methods, which include features such as vegetated swales that slow the velocity of surface runoff and filter some water quality constituents from the runoff before it percolates to the underlying groundwater system or is conveyed through the city's stormwater infrastructure. In accordance with the WHMC, post-construction stormwater runoff from new projects must be captured and used to the maximum extent practicable, including through the implementation of on-site best management practices (BMPs) for stormwater management, such as proper cleaning of catch basin inlets and proper sludge or waste-handling and disposal. Therefore, such facilities would be designed and built in accordance with the WHMC and BMPs for stormwater management. Potential impacts related to relocation or construction of new stormwater conveyance facilities would be less than significant.

Telecommunications, Electricity, and Natural Gas

Telecommunications

West Hollywood is highly urbanized with existing above-ground and below-ground telecommunications infrastructure. Telecommunications services are provided by private companies, including AT&T, EarthLink, and Spectrum, at the discretion of current and future residents. Development under the Housing Element Update would increase demand for existing telecommunications in the city. Individual telecommunication providers implement planned improvements throughout their service areas on an as-needed basis, which are typically limited to small-scale upgrades and new facilities in existing developed areas. Construction of additional telecommunications facilities or upgrades to existing facilities to meet demands from the proposed project would be undertaken by private telecommunication service providers in accordance with applicable federal, State, and local regulations, including SB 649 and SB 1368. Telecommunications are generally available in the city and substantial upgrades to existing telecommunications facilities would not likely be necessary. No restrictions on the ability to provide adequate telecommunication service are present or anticipated to occur as a result of the proposed project. In addition, due to the built-up nature of the city and the nature of telecommunication upgrades being small-scale and sited within the development footprint of new projects, potential impacts associated with new or expanded facilities would be less than significant.

Electricity

Electricity in West Hollywood is provided by SCE, which maintains a fully functional system of aboveground and underground electrical facilities, primarily found along roadways throughout the city. In addition to electrical power conveyance lines, there are numerous electrical substations throughout the city, from which these conveyance lines flow. Electricity for housing development under the proposed project would be provided by SCE through new future connections that would be implemented on a project-specific basis and subject to the review and approval of SCE.

As discussed in Section 2, *Project Description*, the Housing Element Update would accommodate the development of up to 4,284 new residential units over a period of eight years to meet the city's existing need and forecasted growth. Based on the California Emissions Estimator Model (CalEEMod) results (see Appendix C), the electrical demand for the operation of up to 4,284 units

would be approximately 16,410 megawatts per hour (MWh) per year, or approximately 16.41 GWh per year. Table 4.7-2 shows the electricity consumption by sector and by total for SCE in 2019. As shown in Table 4.7-2, residential uses currently consume approximately 27,324 GWh of electricity, which accounts for approximately 34 percent of the total 80,913 GWh of electricity consumed in 2019 (CEC 2019a).

Table 4.7-2 Electricity Consumption (GWh) in the SCE Service Area in 2019

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
2,788.4	30,406.8	4,413.5	13,088.2	2,359.3	27,324.3	532.2	80,912.7

Notes: All usage expressed in GWh. Totals may not add up due to rounding.

Source: CEC 2019a

Based on electricity demand calculated by CalEEMod (see Appendix C), the demand associated with reasonably foreseeable development accommodated under the proposed project (i.e., 16.41 GWh) would account for an approximately 0.06 percent increase above existing residential consumption. This is a conservative analysis of electricity demand increase considering that the Housing Element Update would provide housing to meet the existing housing need and forecast population growth, and subsequently a portion of existing electricity use. In addition, new development would be required to comply with energy efficiency standards included in Title 24 of the CCR, as well as General Plan Policies IRC-4.1 through IRC-4.4 and IRC-6.10 which promote maximizing energy efficiency and energy efficiency improvements to buildings in order to reduce both the total and per capita amount of energy used in the city and the city's contribution to global climate change.

Numerous plans by SCE have shifted the generation of electric power to renewable sources of energy. The most recent plan, SCE's 2020 Integrated Resource Plan (IRP), identifies actions that are central to the continued reliability of the SCE power system while meeting all regulatory requirements through 2045 (SCE 2020a). The 2020 IRP provides analysis of the California's increased Renewables Portfolio Standard (RPS) of 60 percent renewable energy sources by 2030 and 100 percent by 2045. Achievement of the RPS includes expansion of local solar power generation, energy storage, and transportation electrification efforts. In addition, SCE is taking action to diversify energy generation sources, improve energy storage capabilities, and secure future energy reliability. These efforts are implemented to address the challenges of the power grid's baseload reliability, which can fluctuate with the introduction of many renewable energy sources to the grid. This fluctuation is directly tied to the fluctuating nature of energy captured; for example, solar energy is only accumulated during optimum sunlight hours, while energy is consumed 24 hours per day. Therefore, diversification of energy sources is critical to providing reliably energy supply, when incorporating substantial new sources of renewable energy to a power grid. SCE's efforts towards energy source diversification are consistent with the California ISO 2019-2020 Transmission Plan, which provides a comprehensive evaluation of the California energy transmission grid to identify upgrades needed to successfully meet California's policy goals (California ISO 2019).

Furthermore, the West Hollywood CAP includes Measures E-1.1 through E-1.5 which aim to reduce energy (i.e., electricity or natural gas) produced by burning fossil fuels and increase the amount of energy produced from renewable sources by developing energy conservation ordinances and various energy programs that encourage and incentivize residents and business owners to utilize energy more efficiently (West Hollywood 2011b). The city's increasing development of new

renewable energy sources will further bolster the city's ability to meet energy demands associated with future population growth.

New connections for electrical power would be implemented on a project-by-project basis. As shown in Figure 2-4 in Section 2, *Project Description*, reasonably foreseeable development accommodated under the proposed project are previously disturbed sites. Due to the built-up nature of these areas, there are substantial existing utility rights-of-way previously established within existing roadways. Although all parcels in West Hollywood have access to public utility infrastructure, in some cases the infrastructure is older and in need of replacement or insufficient to meet the needs of a particular project. Pursuant to Pursuant to General Plan 2035 Policy IRC-2.3, developers are responsible for funding any infrastructure improvements that are required to mitigate project impacts and have not been previously identified as part of a capital improvement program covered by the development impact fees, including new electrical transformers, new transmission lines, and/or new substations. Consistent with applicable State law, the City's development fees ensure that the developers pay the cost attributable to the increased demand for the affected public facilities reasonably related to development projects in order to refurbish the existing facilities to maintain the existing level of service and achieve an adopted level of service that is consistent with the City's General Plan (California Government Code Section 66001(g)). Therefore, potential impacts would be less than significant.

Natural Gas

Natural gas infrastructure is located throughout West Hollywood, typically underground and beneath existing paved roadways. Reasonably foreseeable development accommodated under the Housing Element Update would increase the demand for natural gas and associated connections. Natural gas is provided by SoCalGas, which projects total gas demand to decline at an annual rate of approximately one percent per year from 2020 through 2035 (SoCalGas 2020). The decline is due to modest economic growth, and CPUC mandates for energy efficiency standards and programs. Other factors that contribute to the downward trend are tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, a decline in core commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Pursuant to the *2020 California Gas Report*, SoCalGas will meet its projected demand for natural gas resources through at least year 2026, as determined by modeled forecasts (SoCalGas 2020).

Based on CalEEMod results (see Appendix C), the operation of up to 4,284 new residential units would demand 38,602,300,000 British thermal units (BTU) (i.e., 386,115 therms), or 0.4 millions of therms (MMThm) of natural gas per year. Table 4.7-3 shows the natural gas consumption by sector and by total for SoCalGas in 2019. As shown in Table 4.7-3, residential uses currently consume approximately 2,419 MMThm of natural gas, which accounts for 45 percent of the total 5,425 MMthm of natural gas consumed in 2019 (CEC 2019b).

Table 4.7-3 Natural Gas Consumption (MMThm) in the SoCalGas Service Area in 2019

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
72.5	947.8	81.9	1,684.4	219.4	2,418.6	5,424.7

Notes: All usage expressed in MMThm. Totals may not add up due to rounding.

Source: CEC 2019b

Based on natural gas demand calculated by CalEEMod (see Appendix C), the demand associated with reasonably foreseeable development accommodated under the proposed project (i.e., 0.4 MMThm) would account for an approximately 0.02 percent increase above existing residential consumption. This is a conservative analysis of natural gas demand increase considering that the Housing Element Update would accommodate housing to meet the existing housing need and forecast population growth, and subsequently a portion of existing natural gas use.

Although reasonably foreseeable development accommodated under the proposed project would increase the number of natural gas connections in West Hollywood, all new development would be designed for consistency with the CPUC mandates for implementing energy efficiency standards and practices. In addition, as development of additional renewable energy sources for the city continues to expand as discussed above, it is reasonably inferred that demands for natural gas will decrease due to the increased diversity of the city's energy supply portfolio. Therefore, although natural gas connections would increase under the proposed project, the per capita demand for natural gas in the city is expected to continue decreasing, through compliance with CPUC mandates for energy efficiency standards and practices, and through the greater diversification of energy supplies to include a suite of renewable energy sources in addition to natural gas. In addition, new connections for natural gas would be implemented on a project-by-project basis and would be implemented within previously disturbed areas and existing rights-of-way. Therefore, potential impacts to natural gas would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4.7-2:	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact U-2 REASONABLY FORESEEABLE DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD REQUIRE A TEMPORARY WATER SUPPLY DURING CONSTRUCTION AND A LONG-TERM WATER SUPPLY DURING OPERATION AND MAINTENANCE. WATER SUPPLY WOULD BE PROVIDED BY THE LOS ANGELES DEPARTMENT OF WATER AND POWER AND BEVERLY HILLS WATER. DEVELOPMENT UNDER THE PROPOSED PROJECT IS ACCOUNTED FOR IN BOTH THE LOS ANGELES DEPARTMENT OF WATER AND POWER AND BEVERLY HILLS WATER URBAN WATER MANAGEMENT PLANS, AND SUFFICIENT WATER SUPPLIES ARE AVAILABLE TO SERVE REASONABLY FORESEEABLE DEVELOPMENT. POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As shown in Figure 4.7-1, Beverly Hills Water is responsible for supplying water to the western portion of the city. Specifically, properties located west of Huntley Drive and Hancock Avenue as well as the areas within the city limits south of Melrose Avenue. LADWP is responsible for supplying water to the eastern portion of the city and all other areas outside of Beverly Hills Water's service area.

Los Angeles Department of Water and Power

According to the LADWP's 2020 UWMP, the primary LADWP sources of water supplies are water purchased from the MWD, the Los Angeles Aqueduct, and local groundwater. Recycled water projects are progressing and expected to comprise a greater portion of LADWP water supply in the future. Overall, these sources of water provide the necessary water to meet LADWP's water supply needs. The 2020 LADWP UWMP reports that water usage in the city is projected to decrease from

106 gallons per capita per day (gpcd) in 2020, continue to gradually decrease by 2035 to 100 gpcd, and maintain 100 gpcd through 2050. This decrease in per capita water use during periods of population growth has occurred in cities throughout California due to the effectiveness of water conservation programs implemented in response to long-term drought conditions.

In 2020, total water demand was 487,591 AFY. Considering the horizon year of the Housing Element Update is 2029, Table 4.7-4 shows the LADWP 2020 UWMP water demand and supply projections for 2030 based on normal weather conditions, single dry year conditions, and multiple dry year conditions (LADWP 2021).

Table 4.7-4 LADWP Reliability Assessment for 2030 (Fiscal Year Ending June 30)

Demand and Supply Projections (in acre-feet)	Average Year	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4	Multiple Dry Year 5
Total Water Demand[1]	660,200	693,200	675,800	679,700	693,200	679,600	673,600
Post-Conservation Demand	526,700	526,700	526,600	526,600	526,600	526,600	526,600
Existing/Planned Supplies							
Conservation (Additional Active[2] and Passive[3] after FYE 14)	133,500	166,500	149,200	153,100	166,600	153,000	147,000
Los Angeles Aqueduct[4]	188,900	70,200	132,600	118,600	70,200	118,800	140,700
Groundwater							
Entitlements[5]	109,400	121,300	109,400	109,400	121,309	109,400	109,400
Groundwater Replenishment	11,000	11,000	11,000	11,000	11,000	11,000	11,000
Stormwater Recharge (Increased Pumping)	8,000	8,000	8,000	8,000	8,000	8,000	8,000
Recycled Water- Irrigation and Industrial Use	29,200	29,200	29,200	29,200	29,200	29,200	29,200
Subtotal	406,200	406,200	439,400	557,700	406,309	429,400	445,300
MWD Water Purchases							
With Existing/Planned Supplies	180,200	287,000	236,400	122,000	286,891	250,200	228,300
Total Supplies	**660,200**	**693,200**	**675,800**	**679,700**	**693,200**	**679,600**	**673,600**

AFY = acre-feet per year; FYE = fiscal year ending; MWD = Metropolitan Water District of Southern California; LADWP = Los Angeles Department of Water and Power

[1] Total Demand with existing passive conservation prior to FYE 14.

[2] Cumulative hardware savings since late 1980s reached 110,822 AFY by FYE 14.

[3] Additional non-hardware conservation inclusive of retained passive savings from the dry period ending in 2017.

[4] Los Angeles Aqueduct supply is estimated to decrease 0.1652 percent per year due to climate impacts.

[5] LADWP Groundwater Remediation projects in the San Fernando Basin are expected to be in operation by FYE 2023. Sylmar Basin production will increase to 4,170 AFY from FYE 2021 to 2036 to avoid the expiration of stored water credits, then revert to entitlement amounts of 3,570 AFY in 2037.

Source: LADWP 2021

Per the 2020 UWMP, current water supplies, planned future water conservation efforts, and planned future water supplies enable LADWP to reliably provide water that meets the demands of the city for a 25-year planning horizon (LAWDP 2020). Projected total water demand for the city under average year conditions for year 2030 is 660,200 AFY. Projected total water demand for the city for 2030 under single dry year conditions is 693,200 AFY. Projected total water demand for the city for 2030 under multiple year conditions is 675,800 AFY for year one, 679,700 AFY for year two, 693,200 AFY for year three, 679,600 AFY for year four, and 673,600 AFY for year five. The 2020 UWMP projects an increase of 172,609 AFY (35.4 percent) during normal weather conditions and 205,609 AFY (42.2 percent) under single dry year conditions. In addition, the 2020 UWMP projects

an increase of 188,209 AFY (38.6 percent) for year one, increase of 192,109 AFY (39.4 percent) for year two, increase of 205,609 AFY (42.2 percent) for year three, increase of 192,009 AFY (39.4 percent) for year four, increase of 186,009 AFY (38.1 percent) for year five under multiple dry year conditions.

Reasonably foreseeable development accommodated under the Housing Element Update would involve up to 4,284 new residential units in the city. Based on the 2020 UWMP, residential uses consume 330 gallons of water per day per unit (gpd/unit) (LADWP 2021). The addition of up to 4,284 new residential units would increase water demand by an estimated 1,584 AFY. This water demand would be within the demand forecast for 2030 under normal weather and single/multiple dry year conditions. In addition, this represents a conservative estimate as not all of the 4,284 units accommodated under the proposed project would be within the LADWP service area. In addition, the water forecasting used in the 2020 UWMP is based on existing land use patterns, which the proposed project would not changing. Therefore, the water demand from the proposed project is already considered in the UWMP supply and demand projections.

Beverly Hills Water

Beverly Hills Water receives their supply from treated imported water purchased form the MWD, and to a lesser extent, groundwater pumped from the Hollywood Ground Basin via four City wells. The 423-acre portion of West Hollywood makes up approximately 10.4 percent of Beverly Hills Water's service area. Table 4.7-5 shows the estimated population that is serviced by Beverly Hills Water. Beverly Hills Water's UWMP concludes that Beverly Hills Water can reliably meet, with an expected surplus, the projected demand (for both the City of Beverly Hills and the serviced portion of West Hollywood) in each of the hydrological conditions for every year through 2045 (Beverly Hills 2021). In 2020, total water use was 9,273 AFY. Table 4.7-6 shows the 2020 UWMP water demand and supply projections for 2030 based on normal weather conditions, single-dry year conditions, and multiple-dry year conditions. The 2020 Beverly Hills Water's UWMP reports that water usage in the city is projected to increase from 197 gpcd in 2020 to 246 gpcd in 2045 (Beverly Hills 2021).

Table 4.7-5 Population within Beverly Hill's Water Service

	2020	2025	2030	2035	2040	2045	Increase[1]
Population Served	43,371	44,176	44,618	45,214	45,712	46,279	6.7%

Note: Population figure based on SCAG data and includes the West Hollywood portion of the water service area.

[1] Increase relative to 2020

Source: Beverly Hills 2021

Table 4.7-6 Beverly Hills Water Projected 2030 City Water Supplies

Demand and Supply Projections (AFY)	Normal Year	Dry Year	Projected Five Consecutive Drought Years
Imported Water			
Metropolitan	8,804	8,804	8,940
Ground Water			
Local Basins	3,327	3,327	3,327
Total	**12,131**	**12,131**	**12,267**

AFY = acre-feet per year

Source: Beverly Hills 2021

Per the 2020 UWMP, current water supplies will allow Beverly Hills Water to reliably provide water that meets the demands of the West Hollywood service area for a 25-year planning horizon (Beverly Hills 2021). Considering the horizon year of the Housing Element Update is 2029, the projected total water demand for the city under average and dry year conditions for the year 2030 is 12,131 AFY. Projected total water demand for the city under multiple dry year conditions for 2030 is 12,267 AFY. The 2020 UWMP projects an increase of 2,858 AFY (30.8 percent) during normal weather conditions and under single dry year conditions and 2,994 AFY (32.3 percent) under multiple dry year conditions.

As mentioned above, reasonably foreseeable development accommodated under the proposed project would involve up to 4,284 new residential units in the city. Based on the 2020 UWMP, residential uses consume 197 gallons of water per capita per day (gpcd) (Beverly Hills 2021). The addition of up to 4,284 new residential units would increase water demand by an estimated 945 AFY. This water demand would be within the demand forecast for 2030 under normal and single/multiple dry year conditions. In addition, this represents a conservative estimate as not all of the 4,284 units accommodated under the proposed project would be within the Beverly Hills Water service area. In addition, the water forecasting used in the Beverley Hills Water 2020 UWMP is based on existing land use patterns, which the proposed project is not changing. Therefore, the water demand from the proposed project is already considered in the UWMP supply and demand projections.

Furthermore, reasonably foreseeable development accommodated under the proposed project would be required to comply with the local and State water conservation policies, such as General Plan Policies IRC-3.1 through IRC-3.7, which reduce water use and ensure a long-term water supply, and the latest CALGreen requirements. Compliance with these regulations would require new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures in order to obtain building permits in the City of West Hollywood. The content of the Housing Element Update would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as CALGreen and the State Water Conservation Plan, which are intended to avoid increased water demand effects. Therefore, potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4.7-3:	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact U-3 WASTEWATER GENERATED IN THE CITY OF WEST HOLLYWOOD IS CONVEYED TO AND TREATED AT THE HYPERION WASTEWATER RECLAMATION PLANT. REASONABLY FORESEEABLE DEVELOPMENT ACCOMMODATED UNDER THE PROPOSED PROJECT WOULD INCREASE WASTEWATER GENERATION COMMENSURATE WITH THE INCREASED POPULATION. SUFFICIENT TREATMENT CAPACITY IS AVAILABLE AT THE HYPERION WASTEWATER RECLAMATION PLANT TO TREAT INCREASED WASTEWATER GENERATED AS A RESULT OF THE PROJECT. POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed previously in this analysis, all wastewater generated in West Hollywood is conveyed via sewer laterals to the sewer mainline, which conveys wastewater to the HWRP for treatment and

reuse as applicable. The HWRP has a design capacity of 450 mgd and currently treats approximately 275 mgd, resulting in an available treatment capacity of 175 mgd. Because the amount of wastewater entering HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow during peak wet weather of 800 mgd (Los Angeles 2021).

The proposed Housing Element Update would increase wastewater generation and the amount of wastewater conveyed to the HWRP for treatment. The actual amount of wastewater generated depends upon the amount of water consumed (i.e., water demand). A common industry standard assumption is that wastewater generated is equivalent to approximately 80 percent of the water consumed. As described under Impact U-2, Beverly Hills Water is responsible for supplying water to the western portion of West Hollywood and the LADWP is responsible for supplying water to all other areas within the city. Reasonably foreseeable development accommodated under the proposed project would involve up to 4,284 new residential units in the city, and is projected to increase water demand by an estimated 1,584 AFY per LADWP's 2020 UWMP and 945 AFY per Beverly Hills Water's 2020 UWMP.

As shown in Table 4.7-1, reasonably foreseeable development accommodated under the proposed project would generate approximately 1.1 mgd per LADWP's 2020 UWMP and approximately 1.0 mgd per Beverly Hills Water's 2020 UWMP. As stated above, the HWRP's current available treatment capacity is 175 mgd, which is sufficient to accommodate wastewater generated by the proposed project.

As discussed in Section 4.7.1(b), the Los Angeles County Department of Public Works is responsible for maintaining, replacing, and upgrading the city's sewer collection system. Los Angeles County Department of Public Works conducts repairs and upgrades as necessary to accommodate the wastewater conveyance and treatment demands throughout the city. Therefore, consistent with the current operation and maintenance of the city's wastewater infrastructure system, it is reasonably anticipated that improvements to the system would be improved as buildout under the General Plan continues to occur over the next 25 years, including as relevant to the proposed Housing Element Update. For example, as specific development projects are proposed and evaluated under the Housing Element Update, General Plan Policy IRC-2.3 would require developers to pay their fair share for infrastructure improvements as needed to serve their project and ensure that needed infrastructure and services are available prior to or at project completion. In addition, General Plan Policy IRC-8.2 requires developers to pay the cost of providing new and/or improved wastewater services to project sites. Furthermore, the projected wastewater generation rates identified herein do not account for the effectiveness of ongoing and future conservation programs at reducing water use rates and associated wastewater generation rates. In actuality, wastewater generation rates may be less than projected herein as water use efficiencies reduce water use rates and corresponding wastewater generation rates. Therefore, given that wastewater conveyance and treatment infrastructure will be updated concurrent with the implementation of development projects under the Housing Element Update, and that developer fees are required to facilitate necessary upgrades to the wastewater system reasonably related to project impacts, it is anticipated that sufficient wastewater conveyance and treatment capacity would be available to meet the needs of the reasonably foreseeable development under the proposed project. Potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4.7-4:	Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact U-4 SOLID WASTE CONVEYANCE AND DISPOSAL SERVICES IN WEST HOLLYWOOD ARE PROVIDED BY ATHENS SERVICES, WHICH TRANSPORTS SOLID WASTE TO THE MESQUITE REGIONAL LANDFILL. SUFFICIENT CAPACITY IS AVAILABLE AT THE MESQUITE REGIONAL LANDFILL TO ACCOMMODATE SOLID WASTE DISPOSAL VOLUMES ASSOCIATED WITH REASONABLY FORESEEABLE DEVELOPMENT UNDER THE PROPOSED PROJECT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As described in Section 4.7.1(d), West Hollywood contracts with Athens Services, for the collection, transport, and disposal of solid waste and recyclables from all business and residential uses in the city. Waste generated within the city is driven to a materials recovery facility near the City of Industry and then disposed of in the Mesquite Regional Landfill in Imperial County (West Hollywood 2010). As of December 31, 2019, the Mesquite Regional Landfill had a remaining capacity of 660,000,000 tons (1,100,000,000 cy) (Los Angeles County 2020a). The maximum permitted intake to the Mesquite Regional Landfill is 20,000 tons (33,333 cy) per operating day.

Based on CalEEMod results (see Appendix C), the proposed project would generate approximately 1,971 tons per year of solid waste, or approximately 5.4 tons per day. As stated above, the Mesquite Regional Landfill has average daily permitted capacity of 20,000 tons (33,333 cy) per operating day. Therefore, solid waste generated by the proposed project would equate to approximately 0.03 percent of the available daily capacity of the Mesquite Regional Landfill. Accordingly, sufficient solid waste disposal capacity is available at the Mesquite Regional Landfill to meet the potential needs associated with reasonably foreseeable development under the proposed project. In addition, compliance with General Plan Policies IRC-10.3 and IRC-10.7 would assist in reducing the amount of solid waste produced by the individual development projects under the Housing Element Update.

Based upon the existing landfill capacity available to the city and compliance with AB 939, which requires every city in California to divert at least 50 percent of its annual waste by the year 2000, AB 341, which sets a 75 percent recycling goal for California by 2020, and General Plan Policies IRC-10.3 and IRC-10.7, the solid waste generated by reasonably foreseeable development under the proposed project would not require the development of new or expanded solid waste facilities. The proposed project would not generate solid waste is excess of State or local standards or otherwise impair the attainment of solid waste reduction goals. Potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.7.5 Cumulative Impacts

Cumulative impacts may occur if impacts of the proposed project combine with similar impacts of other projects in the geographic and temporal scope of cumulative analysis. The proposed project, in conjunction with cumulative development citywide and within neighboring cities that are also served by the respective service areas, would increase demands for utilities that could require facility expansion or construction. Potential land use impacts would be site-specific and would require project-level evaluation on a case-by-case basis as future development is proposed in accordance with the proposed project. Each cumulative project would require separate

discretionary approval and evaluation under CEQA, which would address potential impacts to utilities and service systems, as well as the identification and implementation of project-specific mitigation measures, where appropriate. In addition, as discussed in the impact analysis above, identified deficiencies in existing utility systems will be addressed on a project-specific basis as deemed necessary. The geographic scope of analysis for utilities and service systems varies depending on the service addressed, as discussed below.

Water Supply

The geographic extent of cumulative analysis for the topic of water supply includes all of Metropolitan's service territory because Metropolitan provides the primary water supply source to the city, as purchased imported surface water. As discussed in the impact analysis above, full build-out of the proposed Housing Element Update would increase water demands throughout the city. The City continues to develop alternative water supplies to supplement the imported surface water supplies purchased from MWD, through local groundwater, as well as groundwater pumped from the Hollywood Ground Basin via four city of Beverly Hills' wells. Other projects that are anticipated to occur during implementation of reasonably foreseeable development accommodated under the Housing Element Update include non-residential developments, primarily in the form of commercial land uses. While these cumulative projects would also introduce new water demands, future development would be consistent with the City's General Plan, which includes policies to ensure the city is provided with high quality water services and a long-term water supply. In addition, as with individual projects accommodated under the Housing Element Update, future projects in the cumulative scenario would be subject to the same regulatory orders and management agencies as the proposed project that ensure the sustainability and reliability of water supplies currently used in the City of West Hollywood. In addition, MWD and Beverly Hills Water have identified potential future supply sources to augment water supplies and further insulate the region from hydrological uncertainty. Therefore, sufficient water supplies are available to serve reasonably foreseeable development accommodated under the proposed project and other projects in the cumulative scenario for water supply, including reasonably foreseeable future development during normal (water year), dry-year, and multiple-dry-year (drought) conditions. Potential cumulative impacts would be less than significant.

Wastewater

Housing development accommodated by the Housing Element Update would increase wastewater generation by up to approximately 1.4 mgd per LADWP's 2020 UWMP and approximately 0.8 mgd per Beverly Hills Water's 2020 UWMP, which is within available capacity of the existing HWRP. As discussed under Impact U--3, the HWRP, which treats wastewater in the city, has approximately 175 mgd of available daily capacity. Assuming that reasonably foreseeable development accommodated under the proposed project would constitute less than one percent of the available daily capacity, there would be sufficient capacity to serve non-residential cumulative development.

Citywide growth would increase wastewater generation, but given the remaining capacity even after development of the anticipated units under the Housing Element Update, such increases would not approach overall treatment capacity. Therefore, the cumulative increase in wastewater generation would not exceed the capacity of the City's wastewater treatment plant.

Citywide cumulative growth would contribute to an anticipated citywide increase in wastewater flow and place added demands on the wastewater conveyance system as future development takes place. Cumulative development, including housing development accommodated under the Housing

Element Update, could require the construction of new or upgraded wastewater facilities. Such upgrades would likely occur within existing utility rights-of-way and would not result in new areas of disturbance. Construction of new or expanded conveyance facilities may be needed as a result of housing development accommodated under the proposed project. The City would require that localized system deficiencies are adequately addressed by the responsible project. Any future upgrades would be designed in accordance with applicable provisions of the WHMC and to the satisfaction of the County Engineer. Routine infrastructure projects involving replacement or upgrade of sewer lines generally result in the preparation of an environmental document under CEQA. Regardless, impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts. Therefore, potential cumulative impacts associated with wastewater would be less than significant.

Stormwater

The geographic extent of cumulative analysis for the topic of stormwater includes the county of Los Angeles and the entire city of West Hollywood because the Los Angeles County Flood Control District maintains the backbone flood control system, including a network of catch basins and underground storm drainpipes, and the City owns and maintains a few catch basins and small storm drainpipes that directly flow into the Los Angeles County Flood Control District system. Non-residential projects in the cumulative scenario would introduce project-specific needs for stormwater conveyance, to be implemented on a project-specific basis as new projects are reviewed and permitted by the City and County. Due to the extensive built-up nature of the city and county, new development is not anticipated to introduce substantial new areas of impervious surfaces, such that substantial expansion of existing stormwater conveyance infrastructure would be necessary. Therefore, potential cumulative impacts associated with stormwater would be less than significant.

Solid Waste

The geographic extent of cumulative analysis for solid waste is the entire city of West Hollywood because all solid waste within the city is collected and transported for landfill disposal at the Mesquite Regional Landfill (West Hollywood 2010). The private company Athens Services provides solid waste collection services for all business and residential uses in West Hollywood. The cumulative scenario for solid waste is characterized by non-residential developments that would require solid waste hauling and disposal. Such developments would include commercial and industrial land uses. Based on the existing capacity of the Mesquite Regional Landfill which has a remaining disposal capacity of 660,000,000 tons (1,100,000,000 cy) and is estimated to remain operational through 2122, sufficient landfill disposal capacity is anticipated to be available to accommodate cumulative projects. In addition, similar to reasonably foreseeable development accommodated under the proposed project, cumulative projects would be required to comply with AB 939, which requires every city in California to divert at least 50 percent of its annual waste by the year 2000 and AB 341, which sets a 75 percent recycling goal for California by 2020. Therefore, potential cumulative impacts associated with solid waste would be less than significant.

Telecommunications, Electricity, and Natural Gas

The geographic extent of cumulative analysis for telecommunications, electricity, and natural gas includes the entire service territories of the providers for each of these utilities.

Telecommunications

Telecommunications services in West Hollywood are provided by private companies, including AT&T, EarthLink, and Spectrum among others, and telecommunications facilities are generally available throughout the city. Connections for new telecommunications services are implemented on an as-needed basis, and the service provider used is generally at the discretion of the customer. Cumulative projects will establish telecommunications service connections in the same manner as reasonably foreseeable development accommodated under the proposed project. There are no anticipated limitations to the availability of telecommunications service, and potential cumulative impacts would be less than significant.

Electricity

Electric power supply throughout the city is provided by SCE. Residential uses in West Hollywood represent the second most energy intensive land use serviced by SCE (27,324.3 GWh), behind other commercial and industrial uses (17,501.7 GWh). Future housing in the city would be implemented in accordance with the Housing Element Update assessed herein, such that projects in the cumulative scenario for energy would be non-residential uses, which are generally more energy-intensive than the reasonably foreseeable development accommodated under the proposed project. As with the proposed project, other projects in the cumulative scenario would require electric service and would be connected to electricity through SCE. SCE's energy sources include renewable power sources, large hydroelectric, natural gas, nuclear, and unspecified sources of power (electricity from transfers that are not traceable to specific generation sources) (SCE 2020b). As such, although electricity usage within the city is anticipated to increase as cumulative projects are implemented, SCE has a diverse power supply portfolio that includes renewable resources as well as traditional power sources and electricity.

In addition, SCE has numerous plans that are being implemented to shift the generation of electric power to renewable sources of energy. The most recent plan, SCE's 2020 IRP identifies actions that are central to the continued reliability of the SCE power system while meeting all regulatory requirements through 2045 (SCE 2020a). Through the continued expansion of alternative energy sources and compliance with the State's RPS (discussed under Impact 4.7-1), sufficient power, including electricity, will be available to meet future demands, such that potential cumulative impacts would be less than significant.

Natural Gas

West Hollywood receives natural gas from SoCalGas, which provides service to most of southern California (SoCalGas 2020). In 2019, SoCalGas' residential customers accounted for approximately 45 percent of SoCalGas' natural gas consumption, while industrial and commercials customers accounted for another 31 percent and 19 percent, respectively. Projects in the cumulative scenario are anticipated to primarily consist of commercial and industrial developments, as residential and mixed-use residential developments would be implemented under the proposed project. As such, cumulative projects would introduce a lower demand for natural gas than the proposed project. Given the extent of SoCalGas' service territory comprising the majority of southern California, sufficient infrastructure is anticipated to be present to accommodate future developments, with connections established on a project-by-project basis. In addition, as discussed above for *Electricity*, the city is actively expanding its power supply portfolio, including as applicable to natural gas. Therefore, sufficient natural gas infrastructure and energy supply is available to the cumulative scenario, and potential cumulative impacts would be less than significant.

5 Other CEQA Required Discussions

Section 15126 of the CEQA Guidelines requires EIRs to identify the significant environmental effects of a project and significant environmental effects of a project that cannot be avoided, which are handled in the individual sections of this EIR. Section 15126 also requires the identification of significant irreversible environmental changes that would result from implementation of a project, growth-inducing impacts of a project, and any secondary impacts from the proposed mitigation measures associated with a project, which are identified in this section. Table ES-2 of the Executive Summary, and Sections 4.1 through 4.7 of this EIR, provide a comprehensive identification of the environmental effects of the Housing Element Update, including the level of significance both before and after mitigation.

5.1 Significant Environmental Effects that Cannot be Avoided

Section 15126.2(c) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Implementation of the Housing Element Update would result in significant and unavoidable impacts to the following areas:

- Conflicts with SCAQMD Air Quality Management Plan
- Air Quality impacts from construction
- Historical Resources
- Construction noise

5.2 Significant Irreversible Environmental Effects

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Specifically, Section 15126.2(c) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;

- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The project involves the wasteful use of resources.

Resources that would be consumed as a result of construction and operation of reasonably foreseeable development under the Housing Element Update include water, electricity, natural gas, and fossil fuels. However, as discussed in Section 6*, Energy*, and Section 19, *Utilities and Services Systems*, of the Initial Study (Appendix A) and Section 4.10, *Utilities and Service Systems*, of this EIR, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources.

Construction activities related to reasonably foreseeable development under the Housing Element Update would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobile and construction equipment. However, as discussed in Section 6, *Energy*, of the Initial Study (Appendix A), use of such resources by construction activities associated with residential development under the Housing Element Update would not be unusual as compared to other construction projects and would not substantially affect the availability of such resources.

With respect to operational activities, compliance with all applicable energy and building codes would ensure that natural resources are conserved or recycled to the maximum extent feasible. New development under the Housing Element Update would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), the California Green Building Standards Code (CALGreen) (Title 24, Part 11 of the California Code of Regulations), and the West Hollywood Green Building Standards Code (West Hollywood Municipal Code Title 13, Chapter 13.24). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. This Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The Code emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. CALGreen sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. New developments would also be required to comply with the West Hollywood Green Building Standards Code, which contains mandatory measures for residential and non-residential uses, particularly those related to energy efficiency (i.e., renewable energy and indoor and outdoor water use). While consumption of natural resources in the city would increase with implementation of the Housing Element Update due to development and associated population increases, it is also likely that in response to greenhouse gas reduction mandates, new technologies or systems will emerge, or will become more cost-effective or user-friendly, that will further reduce the City's reliance upon nonrenewable natural resources. Therefore, the Housing Element Update would not result in the wasteful or inefficient use of natural resources.

5.3 Growth Inducing Impacts

Section 15126.2(e) of the CEQA Guidelines requires consideration of the growth inducing impacts of a proposed project. Growth inducing impacts are characteristics of a project that could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Generally, a project may result in growth inducing effects if it involves one of the following:

- The removal of a regulatory obstacle to growth (e.g., an annexation or up-zoning), thus indirectly inducing population and/or employment growth; and/or
- Extension of infrastructure (sewer, water, etc.) to an area currently undeveloped and/or lacking adequate infrastructure, thus removing an obstacle to growth.

The CEQA Guidelines state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Therefore, the Housing Element Update's growth inducing effect is considered a significant environmental impact only if one of the above listed effects results in a significant physical effect in one or more of the issue areas analyzed in Section 4 of this EIR.

Population and Employment

As discussed in the Initial Study (Appendix A), the Housing Element Update would accommodate development of new housing units in already urbanized areas of the city. The proposed project would accommodate up to 4,284 new residential units to meet the City's Regional Housing Needs Assessment (RHNA), which is determined by the Southern California Association of Governments (SCAG) to quantify the need for housing in each jurisdiction based on anticipated growth. New residential units developed under the Housing Element Update could directly increase the population of West Hollywood if they were occupied by people currently residing in other cities or regions.

According to the California Department of Finance (DOF), the City of West Hollywood has a current population of 36,125 with an average household size of 1.53 (DOF 2020). Based on the average household size of 1.53, the increase of 4,284 residential units would generate a population increase of approximately 6,554 residents. Thus, the City's population could increase to 42,679. This population increase would be approximately 0.1 percent higher than SCAG's forecast population of 42,600 persons by 2045 (SCAG 2020a). Additionally, SCAG projections indicate an increase in the city's number of households by 4,100 (15.8 percent) over the next 25 year for an estimated 30,100 households in 2045.

According to the EIR prepared for West Hollywood's General Plan, housing units in the city are projected to increase by 4,274 or approximately 17.4 percent from 2008 to 2035 (City of West Hollywood 2010). Adoption of the Housing Element Update would increase the total amount of housing units in the city by up to 4,284 new units, which would be approximately 10 more units than projected under the General Plan EIR. Also, reasonable foreseeable development from the Housing Element Update would provide more dense housing which accommodates fewer persons per unit than existing households. Therefore, the population projections from the proposed project

are conservative. In addition, future housing under the Housing Element Update will alleviate existing overcrowding issues within existing housing in the city and new units would provide housing for existing residents.

The variation in population and housing forecasts are not considered substantial given it would occur over an extended period (i.e., 2021 through 2029).

Additionally, the future housing development facilitated by the proposed project is intended to be dispersed throughout the community to create managed levels of growth in specific areas and be consistent with the City's RHNA allocation. West Hollywood is mostly developed and is supported by existing infrastructure. Therefore, the proposed project would not induce substantial unplanned population growth in the city. New residential development would also increase employment; however, any employment growth would be within regional forecasts and housing would accommodate new employees rather than induce people to move to the region.

Furthermore, the purpose of the Housing Element Update is to address the city's fair share of the regional housing need and specific State statutory requirements. Under the RHNA, SCAG has determined the need for 3,933 units for the city, of which 1,755 must be affordable to lower-income households (SCAG 2020c). In addition, State law now implicitly requires a sufficient buffer in the Inventory of Sites to ensure sufficient affordable housing unit availability during the eight-year planning cycle for the Housing Element. For these reasons, the City's Inventory of Sites targets identifying a capacity of up to 4,284 units, of which approximately 2,004 will be accommodated on sites that meet affordable housing criteria. Therefore, the proposed project would align with SCAG's RHNA determination and the State statutory requirements, which are established based on the City's housing requirements.

Community-Serving Infrastructure

West Hollywood is primarily urbanized and contains developed communities with existing serving infrastructure, including roads, water supply, sewers, and storm drains. The city's existing roadway network would largely accommodate reasonably foreseeable development under the Housing Element Update. In the event that roadway upgrades are required to serve specific future development, such upgrades would likely be minor (e.g., lane reconfiguration or restriping) and would not include the construction of new roads. Although new residential development under the Housing Element Update may also require minor utility upgrades or expansion (e.g., connections for wastewater conveyance and treatment and electrical power) on a project-by-project basis, such upgrades would be intended to accommodate the growth planned under the Housing Element Update and would not require extensions into undeveloped and sensitive areas. As discussed in Section 4.10, *Utilities and Service Systems*, such upgrades would likely occur within existing utility rights-of-way and would not result in new areas of disturbance. Furthermore, the existing Hyperion Wastewater Reclamation Plant serving the city has adequate capacity to treat project-generated sewage and the treatment requirements of the Regional Water Quality Control Board would not be exceeded; therefore, the project would not necessitate construction of a new wastewater treatment facility.

The entire city is urbanized and housing development would generally not impact sensitive environmental resources such as agriculture, biological resources, and mineral resources. In addition, the Housing Element Update would concentrate housing development along the major transit corridors, which would generally minimize impacts since new development built to current standards would generally improve some existing conditions, such as storm water runoff, surface water quality and reduce the potential for substantial seismic damage. The Housing Element Update

would not result in unplanned growth, but rather would ensure that projected growth is accommodated.

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6 Alternatives

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives (stated in Section 2 of this EIR) but would avoid or substantially lessen the significant adverse impacts.

As discussed in Section 2, *Project Description*, the objectives for the proposed project, are as follows:

- Meet the City's fair share, plus a reasonable buffer, of the regional housing need to accommodate projected population growth within the city and region
- Maintain and enhance the existing housing stock and residential neighborhoods
- Encourage a diverse housing stock to address the needs of all residents
- Provide housing sites to create opportunities for more housing
- Focus on removing governmental constraints to the maintenance, improvement, and development of housing
- Promote non-discrimination and ensure fair and equal housing opportunities for all persons

Included in this analysis are two alternatives, including the CEQA-required "no project" alternative, that involve changes to the project that may reduce the project-related environmental impacts as identified in this EIR. Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project. Only two alternatives were selected because the four identified significant and unavoidable impacts to (air quality impacts from constriction emissions and toxic air contaminants, historical resources, and construction noise) would not be reduced without meeting the objectives of the project, which include compliance with State housing law and RHNA allocation.

The following alternatives are evaluated in this EIR:

- Alternative 1: No Project
- Alternative 2: RHNA Buffer Reduction

Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 through 6.2.

6.1 Alternative 1: No Project Alternative

6.1.1 Description

The "No Project" Alternative involves continued implementation of the existing 2013-2021 Housing Element and a continued growth rate predicted by SCAG to add an additional 1,131 units by 2029. Additionally, under the No Project Alternative, the policy changes proposed as part of the proposed Project would not occur. The City would continue existing policies in the 2013-2021 Housing Element, but new policies that place additional focus on affirmatively furthering fair housing would not be adopted. Due to the limitation placed on development in the city under existing plans and policies, the No Project Alternative would not be consistent with Objective 1 to meet the City's fair

share of housing through the planning horizon year of 2029 and Objective 4 to provide housing sites for more housing. Ultimately, this alternative would not fulfill the State requirements regarding updates to the Housing Element and SCAG's RHNA allocation and would not be certified by HCD.

6.1.2 Impact Analysis

a. Air Quality

Under the No Project Alternative, the City would plan for approximately 3,260 fewer housing units than under the Housing Element Update, which would result in a smaller anticipated population increase. Alternative 1 housing growth is consistent with SCAG's population growth forecasts. Therefore, Alternative 1 would be consistent with the 2016 AQMP, the most recent AQMP adopted by the SCAQMD, which incorporates the SCAG 2016-2040 RTP/SCS socioeconomic forecast projections of regional population, housing and employment growth. Therefore, impacts related to conflicts with the Air Quality Management Plan (AQMP) growth forecasts would be less than significant under Alternative 1, compared to significant and unavoidable under the proposed project.

Construction and operational air quality impacts would be less than those of the project since less development would occur. Construction would be subject to compliance with applicable SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings). Because Alternative 1 would plan for 1,131 units over an eight-year planning period compared to 4,284 under the proposed project, construction emission impacts would be reduced to less than significant, compared to significant and unavoidable under the proposed project. Additionally, since there would be less construction under the No Project Alternative, construction emissions of toxic air contaminants (TACs) would be less than significant compared to significant and unavoidable under the proposed project. Operational TACs would also continue to be less than significant as residential land uses do not generate substantial TAC emissions, similar to the proposed project. Overall, air quality impacts under the No Project Alternative would be less than those under the proposed project, and would be less than significant.

b. Biological Resources

The potential for biological resource impacts under the No Project Alternative would be less than that under the project as there would be less construction of housing and fewer nests would be potentially impacted by development. However, impacts to nesting birds could still occur during construction ; therefore, Mitigation Measure BIO-1 would still be required to reduce impacts to nesting birds. As with the Housing Element Update, this measure would reduce impacts to a less than significant level.

c. Cultural Resources and Tribal Cultural Resources

Development under the No Project Alternative would have the potential to impact historical resources through the demolition or substantial alteration of properties that are eligible for listing in order to construct 1,131 units. Impacts would be less than under the proposed project as the No Project Alternative would develop less sites than the Housing Element Update. Nevertheless, Mitigation Measure CUL-1 would still be required to reduce impacts to historical resources. However, similar to the proposed project because a Mitigation Measure CUL-1 and existing City of Hollywood regulations would not, in all cases prevent the alteration, removal, or demolition of a

historical resource in order to construct the 1,131 units, impacts to historical resources would be significant and unavoidable, similar to the proposed project.

Similarly, the No Project Alternative would still have potential impacts to archaeological resources through disturbance by grading and excavation activities associated with development. Impacts would be reduced due to the reduction in units, but Mitigation Measure CUL-2 and CUL-3 would still be required to reduce impacts to archaeological resources by requiring an archaeological assessment and provisions to follow. As with the Housing Element Update, these measures would reduce impacts to a less than significant level. Impacts to human remains would remain less than significant as existing regulations protect human remains if discovered.

Similar to the Housing Element Update, development under Alternative 1 would be required to adhere to AB 52 which would require consultation and identification of project-specific substantial adverse effects on Tribal cultural resources along with identification of appropriate project-specific avoidance, minimization, or mitigation measures. Therefore, impacts to tribal cultural resources would be similar to those of the Housing Element Update.

d. Geology and Soils

The No Project Alternative would result in less development than would the proposed project. However, while most of the city is located in areas identified as having low paleontological sensitivity, development under this alternative could occur on sites with alluvial deposits of Pleistocene age (e.g., Qoa), which have a high paleontological sensitivity. Therefore, Mitigation Measure GEO-1 would be required under this alternative to reduce potential impacts to undiscovered paleontological resources. Impacts under this alternative would be less severe than those of the proposed project, but as with the project would be less than significant with mitigation.

e. Greenhouse Gas Emissions

Under the No Project Alternative, there would be approximately 3,260 fewer housing units planned for and developed, which would result in reduced greenhouse gas emissions from construction and operation. In addition, this alternative would still be consistent with all applicable plans and policies. Therefore, the impact under Alternative 1 would be less than the proposed project and would remain less than significant.

f. Hazards and Hazardous Materials

The No Project Alternative would result in less development than the proposed project. However, development allowed under this alternative could still occur within 0.25 mile of a school and could involve demolition of existing structures, which could result in emission of lead and asbestos. As with the proposed project, compliance with regional and federal regulations and compliance with the Safety Element policies would minimize the risk of releases and exposure to these materials and reduce impacts to less than significant.

While the No Project Alternative would result in less development overall, it could still accommodate new housing on or in proximity to sites that contain, or potentially contain, contaminated or hazardous materials. Therefore, Mitigation Measure HAZ-1 and HAZ-2 would still be required to ensure the potential impacts would be less than significant.

g. Noise

The No Project Alternative would result in less development than would occur under the proposed project. Nevertheless, as with the proposed project, construction could occur adjacent to sensitive receivers and construction noise would be potentially significant. Mitigation measures N-1a through N-1j would still be required under the No Project Alternative. Due to reduction in overall development under this alternative, construction noise would be less severe compared to the proposed project. Nevertheless, noise generated by larger housing development abutting a sensitive receiver may still exceed the FTA noise limit even with implementation of mitigation measures. Therefore, construction noise impacts would remain significant and unavoidable under Alternative 1.

Housing development under the No Project Alternative would also have operational noise associated with HVAC equipment which may exceed the City's nighttime hourly noise level of 50 dBA when adjacent to existing housing. Therefore, Mitigation Measure N-2 would also be required under Alternative 1 to reduce noise from HVAC equipment. Impacts would be less than significant with mitigation, similar to the proposed project.

Development under the No Project Alternative could also generate vibration exceeding thresholds for building damage during construction, similar to the proposed Project. Similar to the Project, it is not anticipated that operation of development under the No Project Alternative would involve activities that would result in substantial vibration levels, such as use of heavy equipment. Although less development would occur than under the proposed project, implementation of Mitigation Measure N-3 would be required to substantially reduce and control vibration levels such that they would not exceed the vibration criteria for building damage. As with the proposed project, impacts would be less than significant with mitigation.

h. Transportation

Under the No Project Alternative, there would be approximately 3,260 fewer housing units planned for and developed, which would result a reduction in vehicle miles traveled (VMT) compared to the proposed project. Impacts would be less than the proposed project but would remain less than significant.

i. Utilities and Service Systems

Under the No Project Alternative, fewer residential units would be constructed and the demand on utilities would be less than under the proposed project. This includes a reduction in water and wastewater infrastructure demand, electricity use, and telecommunications needs. In addition, since there would be fewer residential units, there would be a reduction in potable water demand and wastewater and solid waste generation. As discussed in Section 4.10, *Utilities and Service Systems,* the City has sufficient water, wastewater, and solid waste capacity for the proposed project and impacts associated with the proposed project would not be significant. Because the No Project alternative would generate less demand for utilities, its impact would also be less then significant. .

6.2 Alternative 2: RHNA Buffer Removal

6.2.1 Description

Alternative 2, the RHNA Buffer Removal, would reduce the number of housing units planned for in the Housing Element Update from 4,284 to 3,933, which would meet the City's RHNA allocation but reduce the number of housing units the City needs to provide suitable sites and plan for by 351 units. In addition, Alternative 2 would remove site 3, which is located in the southeast corner of the city and shown in Figure 2-4 in Section 2, *Project Description,* which is the only site located in the high paleontologically sensitive area of the city. Alternative 2 would fulfill most of the project objectives. Objective 1 would be partially fulfilled as the City's would meet its fair share of housing through the planning horizon year of 2029 but would not provide a reasonable buffer and would not comply with "No Net Loss" Law (Government Code Section 65863),and would likely not be certified by HCD.

6.2.2 Impact Analysis

a. Air Quality

Under the RHNA Buffer Removal Alternative, the City would plan for about 351 fewer housing units, which would result in a smaller anticipated population increase than under the proposed project. Alternative 2 would still result in 3,933 units, which could add approximately 6,017 persons to the population of West Hollywood by 2029.[1] The City's population forecast of approximately 42,142 residents by 2029 would exceed SCAG's forecast 2040 population of 41,800 residents for West Hollywood by 342 residents, which is less than the exceedance under the proposed project. However, as with the proposed project, population forecast would exceed the 2016 AQMP and impacts would be significant and unavoidable.

Construction and operational air quality impacts would be similar to those of the proposed project but slightly less. Construction would be subject to compliance with applicable SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings). However, similar to the proposed project, construction activities from the 3,933 units under Alternative 2 would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles in addition to VOC emissions that would be released during the paving phase and the drying phase of architectural coatings. Large-scale projects could generate emissions that exceed SCAQMD thresholds and impacts would remain significant and unavoidable.

Additionally, there would be construction emissions of toxic air contaminants (TACs) of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. Similar to the proposed project. large housing developments under Alternative 2 could have a construction schedule and soil export amount that could have an exposure level that exceeds health-risk thresholds for nearby residents. Therefore, impacts would be significant and unavoidable, similar to the proposed project. Operational TACs would also continue to be less than significant because residential land uses do not generate substantial TAC emissions. Overall, air quality impacts under the RHNA Buffer Removal

[1] 3,933 * 1.53 (average household size) = 6,017

Alternative would be similar to those of the proposed project and would remain significant and unavoidable.

b. Biological Resources

The potential for biological resource impacts under the RHNA Buffer Removal Alternative would be less than that under the project as there would be less construction of housing by approximately 351 units and fewer nests would be potentially impacted by development. However, impacts to nesting birds could still occur during construction;, therefore Mitigation Measure BIO-1 would still be required to reduce impacts to nesting birds. As with the Housing Element Update, this measure would reduce impacts to a less than significant level.

c. Cultural Resources/Tribal Cultural Resources

Development under the RHNA Buffer Removal Alternative would have the potential to impact historical resources through the demolition or substantial alteration of properties that are eligible for listing in order to construct 3,933 units. Impacts would be less than under the proposed project as the Alternative 2 would develop approximately 351 less units than the Housing Element Update. Nevertheless, Mitigation Measure CUL-1 would still be required to reduce potential impacts to historical resources. Similar to the proposed project because a Mitigation Measure CUL-1 and existing City of Hollywood regulations would not, in all cases prevent the alteration, removal, or demolition of a historical resource in order to construct the 3,933 units, impacts to historical resources would be significant and unavoidable, similar to the proposed project.

Similarly, the RHNA Buffer Removal Alternative would still have potential impacts to archaeological resources through disturbance by grading and excavation activities associated with development. Impacts would be slightly reduced due to the reduction in units, but Mitigation Measure CUL-2 and CUL-3 would still be required to reduce impacts to potential archaeological resources by requiring an archaeological assessment and provisions to follow. As with the Housing Element Update, these measures would reduce impacts to less than significant. Impacts to human remains would remain less than significant as existing regulations protect human remains if discovered.

Similar to the Housing Element Update, development under Alternative 2 would be required to adhere to AB 52 which would require consultation and identification of project-specific substantial adverse effects on Tribal cultural resources along with identification of appropriate project-specific avoidance, minimization, or mitigation measures. Therefore, impacts to tribal cultural resources would be similar to those of the Housing Element Update.

d. Geology and Soils

The RHNA Buffer Removal Alternative would result in less development than under the proposed project. In addition, Alternative 2 would remove Site 3 from the site inventory, which is located in an area identified as having high paleontological sensitivity, as shown in Figure 4 in the Initial Study (Appendix A). Therefore, Alternative 2 would not plan for housing development on sites with alluvial deposits of Pleistocene age (e.g., Qoa), which have a high paleontological sensitivity. Impacts to paleontological resources would be reduced to less than significant under Alternative 2 and Mitigation Measure GEO-1 would not be required.

e. Greenhouse Gas Emissions

Under the RHNA Buffer Removal Alternative, the City would plan for approximately 351 fewer housing units than under the proposed project, which would result in reduced greenhouse gas emissions from the construction and operation of less housing units. In addition, this alternative would still be consistent with all applicable plans and policies. Therefore, impacts under Alternative 2 would less than those of the proposed project and would remain less than significant.

f. Hazards and Hazardous Materials

The RHNA Buffer Removal Alternative would result in slightly less development than the proposed project. However, development allowed under this alternative could still occur within 0.25 mile of a school and could involve demolition of existing structures, which could result in emission of lead and asbestos. As with the proposed project, compliance with regional and federal regulations and compliance with the Safety Element policies would minimize the risk of releases and exposure to these materials and reduce impacts to less than significant.

While the RHNA Buffer Removal Alternative would result in slightly less development overall, it could still accommodate new housing on or in proximity to sites that contain, or potentially contain, contaminated or hazardous materials. Therefore, Mitigation Measure HAZ-1 and HAZ-2 would still be required to ensure the potential impacts would remain less than significant.

g. Noise

The RHNA Buffer Removal Alternative would result in slightly less development than would occur under the proposed project. Nevertheless, as with the proposed project, construction noise under Alternative 2 would be potentially significant. Mitigation measures N-1a through N-1j would still be required under the RHNA Buffer Removal Alternative. With the reduction in units by 351, construction noise would be less severe compared to the proposed project. Nevertheless, noise generated by larger housing development abutting a sensitive receiver may still exceed the FTA noise limit even with implementation of mitigation measures. Therefore, construction noise impacts would remain significant and unavoidable under Alternative 2.

Housing development under the RHNA Buffer Removal Alternative would also have operational noise associated with HVAC equipment which may exceed the City's nighttime hourly noise level of 50 dBA when adjacent to existing housing. Therefore, Mitigation Measure N-2 would also be required under Alternative 2 to reduce noise from HVAC equipment. Impacts would be less than significant with mitigation, similar to the proposed project.

Development under the RHNA Buffer Removal Alternative could also generate vibration exceeding thresholds for building damage during construction, similar to the proposed project. Similar to the proposed project, it is not anticipated that operation of development under the RHNA Buffer Removal Alternative would involve activities that would result in substantial vibration levels, such as use of heavy equipment. Although slightly less development would occur than under the proposed project, implementation of Mitigation Measure N-3 would be required to substantially reduce and control vibration levels such that they would not exceed the vibration criteria for building damage. As with the proposed project, impacts would remain less than significant with mitigation.

h. Transportation

Under the RHNA Buffer Removal Alternative, there would be 351 fewer housing units planned for and developed, which would result a reduction in vehicle miles traveled (VMT) compared to the

proposed project. Similar to the proposed project, development under Alternative 2 would be reviewed by the appropriate City staff to ensure consistency with all applicable City and State design standards for emergency access and design. Impacts would be less than the proposed project but would remain less than significant.

i. Utilities and Service Systems

Under the RHNA Buffer Removal Alternative, 351 fewer residential units would be constructed and the demand on utilities would be less than under the proposed project. This includes a reduction in water and wastewater infrastructure demand, electricity use, and telecommunications needs. In addition, since there would be fewer residential units, there would be a reduction in potable water demand and wastewater generation and solid waste generation. As discussed in Section 4.10, *Utilities and Service Systems,* the City has sufficient water, wastewater, and solid waste capacity for the proposed project and impacts would be less than significant. Because the RHNA Buffer Removal alternative would generate less demand for utilities through the reduction of 351 units, its impacts would also be less than significant.

6.3 Alternatives Considered but Rejected

CEQA Guidelines Section 15126.6(c) requires that the "EIR should 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."

Other alternatives considered include Increasing density in the single-family residential neighborhoods and away from major transit corridors was considered. This alternative was rejected because it would not reduce any significant impacts of the proposed project and would increase vehicle miles traveled impacts by placing housing in areas with lower density and would not be mixed use as with development along transit corridors which generate less VMT. In addition, State housing law would require sites designated for lower income units to allow a density of at least 30 units per acre, and the City would likely not support this density within existing single-family areas. Therefore, this alternative was rejected from further consideration.

Relocation of the sites identified in the site inventory with existing gas stations, laundromats, or other uses associated with hazardous materials was also considered as an alternative. However, this was rejected because new sites identified could contain, or potentially contain, contaminated or hazardous materials and a property assessment would still need to be conducted, which would not reduce the potential exposure to hazardous material contamination. Also, the sites included in the Housing Element Update site inventory with existing gas stations, laundromats, or other uses associated with hazardous materials had more factors demonstrating their likeliness for redevelopment, which is an important consideration for sites included in the Housing Element Update. Therefore, this alternative was rejected from further consideration.

6.4 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. Table 6-1 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed project for each of the issue areas studied. Based on the alternatives analysis provided above, Alternative 1 would be the environmentally superior alternative because it would reduce the number of housing units developed by approximately 3,260

units compared to 351 under Alternative 2. This reduction in housing units would reduce impacts from emissions impacting air quality and greenhouse gas emissions, construction noise, VMT, and utility demand. However, the No Project Alternative would not fulfill the primary objectives of the proposed project. In addition, the No Project Alternative would not be feasible as it would be rejected and not certified by HCD.

When the "No Project" alternative is determined to be environmentally superior, State CEQA Guidelines also requires identification of the environmentally superior alternative among the development options. Alternative 2 would also be superior to the proposed project as it would reduce the number of housing units planned for by 351 and would remove planned housing in the area of the city with high paleontological sensitivity, which would improve impacts to paleontological resources compared to the proposed project. However, Alternative 2 would not meet Objective 1 as this alternative would not provide a reasonable buffer to the City's RHNA allocation consistent with State law. In addition, Alternative 2 would not be feasible as it would likely be rejected and not be certified by HCD. In addition, neither alternative would reduce the significant and unavoidable impacts to historical resources and construction noise.

Table 6-1 Impact Comparison of Alternatives

Issue	Proposed Project Impact Classification	Alternative 1: No Project	Alternative 2: RHNA Buffer Removal
Air Quality	Significant and Unavoidable	+	=
Biological Resources	Less than Significant with Mitigation Incorporated	+	=
Cultural/Tribal Cultural Resources	Significant and Unavoidable	=	=
Geology and Soils	Less than Significant with Mitigation Incorporated	=	+
Greenhouse Gas Emissions	Less than Significant	+	=
Hazards and Hazardous Materials	Less than Significant with Mitigation Incorporated	=	=
Noise	Significant and Unavoidable	+	=
Transportation	Less than Significant	+	=
Utilities and Service Systems	Less than Significant	+	=

+ Superior to the proposed project (reduced level of impact)

- Inferior to the proposed project (increased level of impact)

= Similar level of impact to the proposed project

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