City of

Santa Monica

Miramar Hotel Project
Final Environmental Impact Report
SCH No. 2013041091

Volume 1 of 4

August 2020

Prepared for:

City of Santa Monica
Community Development Department
1685 Main Street
Santa Monica, CA 90401

Prepared by:

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PREFACE

Purpose and Use of the Final EIR

The City of Santa Monica ("City"), as the Lead Agency under the California Environmental Quality Act ("CEQA"), has prepared this Final Environmental Impact Report ("Final EIR") for the Miramar Hotel Project ("the Project").

In accordance with the City of Santa Monica Guidelines for implementation of CEQA and as described in Sections 15088, 15089, 15090 and 15132 of the State CEQA Guidelines, the Lead Agency must evaluate comments received on the Draft EIR and prepare written responses and consider the information contained in a Final EIR before approving a project. Pursuant to State CEQA Guidelines Section 15132, a Final EIR must consist of:

a) The Draft EIR or a revision of the Draft EIR;

b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

e) Any other information added by the Lead Agency. If the project is approved, a Mitigation Monitoring and Reporting Program ("MMRP") would be required to be adopted by the decision-making body as required for compliance with Section 21081(a) and 21081.6 of the Public Resources Code.

Although State CEQA Guidelines Section 15105 requires a minimum 45-day review period, the Draft EIR was available for a 60-day public review period between February 24, 2020 and April 24, 2020. In accordance with Section 15087(a) of the State CEQA Guidelines, a public notice indicating the Draft EIR was available for review was distributed to parties providing comment on the Notice of Preparation ("NOP") and residents within a 1,000-foot radius of the Project Site. Additionally, the notice was published in the Santa Monica Daily Press and mailed to all neighborhood groups, relevant governmental agencies, and interested parties. The Draft EIR was made available for public review at the Santa Monica Main Library, City Hall, and online on the City of Santa Monica's Planning & Community Development Department website at https://www.smgov.net/Departments/PCD/Environmental-Reports/Miramar-Hotel-Project-EIR/

The Final EIR provides the public and the decision-makers the opportunity to review responses to comments received on the Draft EIR, revisions to the Draft EIR, and other components of the EIR, such as the MMRP, as part of the public hearing process for the Project. The Final EIR serves as

the environmental document to inform the decision-makers of the Project's potential environmental impacts and will be presented for certification by the decision-making body (Santa Monica City Council).

To certify the Final EIR, and before approving a project, the decision-making body must make the following three findings as required by Section 15090 of the State CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA;
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- That the Final EIR reflects the Lead Agency's independent judgment and analysis.

The Final EIR and the findings will be submitted to City decisionmakers for consideration in connection with the Project.

CEQA "Findings of Fact" are adopted pursuant to Section 15091(a) of the CEQA Guidelines, which provides that if an EIR that has been certified for a project identifies one or more significant environmental effects, the Lead Agency decisionmaking body must make one or more of the following findings with respect to each significant effect identified in the Final EIR:

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

Each finding must be accompanied by a brief explanation of the rationale for the finding, though references to supporting text in the EIR documentation is commonly used to satisfy that requirement. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the MMRP.

Additionally, pursuant to Sections 15091(b) and 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This written statement, known as a Statement of Overriding Considerations (SOC), must be supported by substantial information in the record, which includes this Final EIR. The SOC provides specific reasons in writing why the decision-makers have determined that the benefits of the proposed project make its unavoidable adverse environmental impacts acceptable (State CEQA

Guidelines Sections 15091 - 15093). Because the EIR for the Project concludes that significant unavoidable environmental impacts would result from the Project, a SOC will be needed for the Project.

Organization of the Final EIR

In accordance with CEQA Guidelines Section 15132, this Final EIR is composed of two (2) volumes as follows:

Volume 1

Volume 1 includes the all portions of the EIR as follows:

- The Draft EIR with revisions in underline or ~~strikeout~~ to the Draft EIR resulting from public comments received during the 60-day public review or as initiated by the Lead Agency (City of Santa Monica).
- Chapter 9, *Responses to Comments on the Draft EIR*, consists of comments received by interested parties on the Draft EIR during the review period. This chapter also includes a response to each of the comments received and a discussion of their relevance to the EIR.
- Chapter 10, *Corrections and Additions to the Draft EIR*, provides a summary of the revisions to the Draft EIR resulting from public comments received during the public review period, or as initiated by the Lead Agency, in underline or ~~strikeout~~.
- Chapter 11¸ *Mitigation Monitoring and Reporting Program*, consists of the MMRP for the Projects.

The appendices to the Draft EIR (Appendix A through Appendix O) are incorporated herein by reference to this Final EIR and available by request at the City of Santa Monica, City Planning Department. The appendices include the following:

- Appendix A: Recirculated Notice of Preparation, Initial Study, and Scoping Comments and Responses
  - A-1 Recirculated NOP
  - A-2 Initial Study
  - A-3 Scoping Comments and Responses
- Appendix B: Air Quality/Health Risk Technical Worksheets
- Appendix C: Biological Resources Data and Reports
  - C-1 Street Tree Survey and Memo
  - C-2 Moreton Bay Fig Tree Protection, Preservation, and Maintenance Program
  - C-3 Moreton Bay Fig Tree Shade/Shadow Study and Wind Study
- Appendix D: Historic Resources
  - D-1 Preservation Plan
  - D-2 Conformance Report

  - D-3 City Landmark Assessment and Evaluation Report
  - D-4 Historic Resources Assessment Report
- Appendix E: Archaeological Resources Assessment Report
- Appendix F: Energy Calculations
- Appendix G: Geology and Soils
  - G-1 Preliminary Geotechnical Evaluation
  - G-2 Paleontological Resources Technical Report
- Appendix H: Greenhouse Gas Technical Data
- Appendix I: Phase 1 Environmental Site Assessment
- Appendix J: Hydrology and Water Quality
- Appendix K: Noise Technical Worksheets
- Appendix L: Transportation Impact Analysis
- Appendix M: Tribal Cultural Resources
- Appendix N: Fire and Domestic Water and Sewer Capacity Study
- Appendix O: Pedestrian Wind Study

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EXECUTIVE SUMMARY

This chapter of the Environmental Impact Report (EIR) is prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, which requires that an EIR include a brief summary of the Draft EIR. Per Section 15123, the summary shall contain a brief description of the project's proposed actions and consequences, including; identification of each significant effect and proposed mitigation measures and alternatives that would reduce or avoid those effects; a description of the areas of controversy known to the lead agency; and identification of issues to be resolved.

Project Location

The Project Site is located in the City of Santa Monica, in the western portion of Los Angeles County. The Project Site is comprised of two parcels, the Hotel Parcel which is located at 1133 Ocean Avenue/101 Wilshire Boulevard on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street and the Second Street Parcel which is located at 1127/1129 2nd Street. Collectively, the Hotel Parcel and the Second Street Parcel are referred to herein as the Project Site, and the redevelopment on the Project Site (including on both parcels) is referred to as the Project. The Hotel Parcel is approximately 192,063 square feet (4.4 acres) in size and is currently developed with the Miramar Hotel. The Second Street Parcel, which is located directly across 2nd Street from the Hotel Parcel, is approximately 15,000 square feet (0.3 acre) in size and is currently used as a surface parking lot by the hotel.

The Project Site is located in the Downtown District in the City General Plan's Land Use and Circulation Element (LUCE). The LUCE is implemented by the Downtown Community Plan (DCP), which was adopted by the City Council in August 2017. The Hotel Parcel is located in the DCP's Ocean Avenue Transition subarea and in the Established Large Sites (ELS) Overlay and the Second Street Parcel is located in the DCP's Wilshire Transition subarea. In addition, the Project Site is located within the California Coastal Zone.

Proposed Project

On the Hotel Parcel, the Project would include preservation of the two existing City-designated landmarks (the Palisades Building and the Moreton Bay Fig Tree), construction of two new buildings (the Ocean Building and the California Building), new open space and subterranean parking. Except for the Palisades Building, which would be rehabilitated, all existing structures and surface parking as well as the perimeter walls surrounding the Hotel Parcel would be demolished as part of the Project.

Proposed uses on the Hotel Parcel would include hotel and associated amenities, such as meeting/banquet space, spa/fitness, and food and beverage space; residential condominiums; and ground floor pedestrian-oriented retail uses at the corner of Wilshire Boulevard and 2nd Street. The Project would include 60 residential condominium units (60 net new) and 312 hotel guest rooms (11 net new) on the Hotel Parcel. Based on market conditions and to provide future operational flexibility, the Project proposes to allow owners of condominiums the ability to periodically make their units available for use as hotel guest rooms. A maximum of 10 of the condominium units would be utilized as hotel guest rooms at any one time.

Overall, the development on the Hotel Parcel would result in 502,157 square feet (sf), or 239,873 net new sf, which would result in a 2.6 floor area ratio (FAR). Hotel back of house spaces for offices, locker areas, maintenance, storage, and miscellaneous related hotel service as well as a limited amount of front of house residential amenity and circulation space in the subterranean parking structure would be located below grade and is excluded from FAR.[1]

The building heights on the Hotel Parcel would vary and would range from the existing Palisades Building height of 78 feet to a maximum of 130 feet. The proposed Ocean Building would be curvilinear in design and would be located on the southern two-thirds of the parcel creating a partial ellipse around the Moreton Bay Fig Tree. The maximum height of 130 feet would be located in the center of the Hotel Parcel. The remainder of the building would vary in height, with approximately 28 feet (two stories) along Wilshire Boulevard, approximately 94 feet (seven stories) along 2nd Street and a taller portion setback from Second Street at 116 feet. The California Building would be located on the western corner of the northern one-third of the parcel adjacent to the Palisades Building and would be a maximum of 80 feet in height.

While the proposed building finishes are still at a conceptual stage and would be carefully reviewed during the design review, both the Ocean Building and the California Building are envisioned to have a contemporary urban design that incorporates large expanses of glass, spandrel glass or similar material with warm wood and brushed metal accent materials against the balcony projections.

The Project would include new open space areas on the Hotel Parcel that are designed to open up the Hotel Parcel to Ocean Avenue and Palisades Park and would provide views to the Santa Monica Bay. The main active open space area, which would surround the Moreton Bay Fig Tree and open up to Ocean Avenue, would include the Public Garden Terraces and the Miramar Gardens, an area of approximately 47,000 square feet (1.08 acres). The Public Garden Terraces include approximately 14,000 square feet (0.32 acre) of publicly-accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue, with pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a garden area adjacent to an expanded Ocean Avenue sidewalk. The Miramar Gardens, an area of approximately 33,000 square feet (0.76 acre), would be located in approximately the middle of the Hotel Parcel to the east of the Public Garden Terraces. The area under the Moreton Bay Fig Tree would include a deck at the same elevation as the

[1] Although this below-grade space is considered "floor area" per Zoning Ordinance Section 9.04.080(A), it is excluded from FAR per Zoning Ordinance Section 9.04.090(A)(1) because it is located in a "basement" level as defined in Zoning Ordinance Section 9.52.020.0230.

Miramar Gardens that would allow for the public enjoyment of the tree. Portions of the Miramar Gardens may be closed to the public from time to time for private special events at the hotel.

A second open space area, the Palisades Garden/Palisades Terrace, would be located in the rectangular courtyard area between the Ocean Building, California Building and Palisades Building. The Palisades Gardens would be approximately 21,000 sf (0.48 acre) and would be located adjacent to Ocean Avenue between the Ocean Building and the California Building. This open space area would be primarily reserved for hotel guests and residents. The Palisades Terrace, an area of approximately 1,800 sf (0.04 acre), would be located off the main hotel lobby and would prominently feature the Palisades Building. The Palisades Terrace would be open and available to members of the public dining at the hotel.

The Project would relocate the main entry drive from Wilshire Boulevard to 2nd Street and would include three vehicular access points to/from the Hotel Parcel: (i) a new entry court on 2nd Street (the Second Street Entry Court) to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary access driveway on California Avenue located approximately 100 feet east of Ocean Avenue, to serve employees only and provide direct access to the underground parking and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests) to provide direct access to the underground parking structure.

A proposed subterranean parking structure would include a total of 428 striped parking spaces to accommodate the Hotel Parcel's parking demand, including parking for hotel, retail, restaurant, spa, lounge/bar, and employee parking along with residential parking. (The final number of parking spaces to be determined through the Development Agreement.)

Hotel Parcel operations would include security features to monitor the safety of on-site guests, residents, and visitors. In addition, development on the Hotel Parcel would incorporate Green building design features and recycling systems into the new construction. The Applicant would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. The rehabilitation of the historic Palisades Building would be carried out pursuant to a Preservation Plan, to support compliance with the Rehabilitation Standards, a criterion specified by the Santa Monica Municipal Code § 9.56.140 (G) for issuance of Certificate(s) of Appropriateness or equivalent permit(s). The Moreton Bay Fig Tree, also a historical resource, would be preserved and incorporated into the Miramar Gardens, and protected during construction pursuant to a Tree Protection Plan.

The Second Street Parcel development would include a 100% affordable housing building with a minimum of 30 and a maximum of 48 deed-restricted affordable apartments.[2] The 100% affordable

[2] The final number of affordable housing units that can be delivered by the Project is dependent on multiple variables, such as other community benefits and the final number and configuration of market rate residential units approved for the Hotel Parcel, all of which would be considered during the entitlement process and the development agreement required for the Hotel Parcel in the DCP. For purposes of considering the potential environmental impacts of building affordable housing on the Second Street Parcel, the Project is presumed to include the maximum number of units (48) that can be built in compliance with applicable development standards for this parcel (e.g., height, FAR, open space, set-backs, and appropriate massing with access to light and air), and the City's affordable housing policy priorities (e.g., including multi-bedroom family units).

housing is contemplated to be developed through a partnership with a non-profit affordable housing provider. The development would include a mix of one-bedrooms, two-bedrooms and three-bedrooms. While the total number of units and bedroom mix are still under consideration, for purposes of this EIR, a unit mix of 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units is assumed. In accordance with the DCP standards for 100% Affordable Housing Projects, the development would have a maximum FAR of 2.75 (41,250 sf of floor area) and a maximum height of six-stories and 60 feet. Ground floor uses along the Second Street frontage would include a pedestrian entrance and community/amenity space for residents of the 100% Affordable Housing building. The development would be designed to comply with the DCP standards for 100% Affordable Housing Projects in the Wilshire Transition Zone and to provide more affordable housing than the Zoning Ordinance would require.

Parking for the affordable housing would be provided in a one-level subterranean parking structure beneath the building. Vehicle access to the parking structure would be provided via Second Court alley. Secure parking for bicycles to facilitate use of non-automobile transit modes and electrical charging stations for residents would be provided in the subterranean parking structure.

The Project would be subject to a Development Agreement to be negotiated between the Applicant and the City. The Development Agreement would set forth the community benefits to be provided by the Project such as affordable housing on the Second Street Parcel, adaptive reuse and rehabilitation of the existing historic Palisades Building, protection and preservation of the Moreton Bay Fig Tree, Transportation Demand Management plan, bicycle racks and storage facilities, publicly-accessible open space, and/or contributions to transit and circulation improvements. In addition, as listed in Section 2.8, Required Approvals (Chapter 2, Project Description), of this EIR, other entitlements, including but not limited to design review approval, tract map approval, Coastal Development Permit, approval of a Tree Protection Plan for the Moreton Bay Fig Tree, approval for removal and replacement of street trees would be needed.

Project Objectives

Section 15124(b) of the CEQA Guidelines requires a project description to contain a statement of a project's objectives and Section 15124(b) requires that the statement of objectives include the underlying purpose of the project. The underlying purpose of the Project is to redevelop the Hotel Parcel so as to modernize the facility and improve visitor serving uses while preserving the historic resources on the Hotel Parcel as well as to contribute to the City's affordable housing stock through the development of the Second Street Parcel. Below is a statement of the objectives sought by the Project Applicant:

1. Implement the LUCE, DCP and LUP for the Project Site. Abide by and fulfill the LUCE, DCP and Coastal Act vision, goals and policies for the Project Site, including with respect to the Project's size and scale, historic preservation, visitor-serving and housing uses, open space (including publicly-accessible open space), reduction of mid-block driveways on major thoroughfares, pedestrian access and orientation, employment, sustainability and community benefits.

2. Improve Visitor Serving Uses. Expand visitor services on the Hotel Parcel by preserving and enhancing hotel uses, expanding restaurant and retail uses to serve more visitors, modernizing banquet and meeting facilities for hotel guests and community organizations, improving and expanding publicly-accessible open space, including removing existing walls that prevent the public from enjoying the Hotel Parcel, enhancing the pedestrian experience, redesigning vehicle access routes to reduce congestion at key City intersections, improve circulation and reduce vehicle miles travelled on adjacent roads, and expanding onsite parking to address current parking deficiencies.

3. Iconic Architecture. Enhance the built environment by providing a unique, world-class architectural design.

4. Maintain and Enhance the Character of Downtown Santa Monica. Redevelop the Project Site to embrace the pedestrian nature of Downtown Santa Monica and invite the public into the Hotel Parcel by removing walls/barriers that surround the site while also opening up views to the Moreton Bay Fig Tree from Palisades Park, Wilshire Boulevard, Ocean Avenue, and Second Street and providing: publically-accessible open space and food and beverage uses at the corner of Wilshire Boulevard and Ocean Avenue; pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel; ground level retail uses at Wilshire and Second.

5. Create Market Rate and Affordable Housing in a Transit Priority Area Consistent with the DCP Building Height and Floor Area Ratio Density Standards. Provide a combination of deed-restricted affordable rental housing and market-rate ownership housing consistent with the City's LUCE and DCP policies to assist the City in meeting its fair share of the regional need for additional housing as determined by the Southern California Association of Governments ("SCAG") and as called for in the City's Housing Element, Section 630 of the Santa Monica City Charter (Proposition "R").

6. Historic Preservation. Preserve and/or enhance the historic features of the Project Site including its use as a resort hotel, the City-designated landmark Moreton Bay Fig Tree, the City-designated Landmark Palisades Building, and City-designated Landmark parcel's unique single-block configuration consistent with the LUCE, DCP and Historic Preservation Element's various historic preservation policies. This includes rehabilitation of the Palisades Building, refurbishment of the associated landscaping, opening up public views to the Palisades Building and the Moreton Bay Fig Tree, reconnecting the Project Site to Palisades Park, and prolonging the health and lifespan of the historic Moreton Bay Fig Tree by eliminating vehicular traffic around the tree.

7. Environmental Sustainability. Preserve and enhance the Project Site's existing historic features while also establishing new energy and water-efficient facilities with a minimum goal to achieve LEED v3 Gold certification and commercially reasonable pursuit of LEED v3 Platinum certification and also satisfy the City's policy objectives of reducing water and power consumption.

8. Employment. Preserve and expand employment opportunities at the Miramar through the continued operation of the Hotel Parcel as a full-service, union hotel with augmented supportive retail and restaurant enterprises and personal services.

9. Economic and Fiscal Benefits. Contribute to the economic health and well-being of Santa Monica by substantially increasing City tax revenues generated by the Miramar Hotel and visitor operations and enhance property taxes from new market rate housing units on the Hotel Parcel, and by generating new visitor and resident spending at local businesses including dining, shopping and entertainment venues.

10. Community Benefits. Provide substantial community benefits as envisioned in the LUCE and DCP, including historic preservation, affordable housing and open space as targeted community benefits for the Project Site.
11. Economic Viability. Ensure that the terms and conditions of the Miramar project approvals – including with respect to the preservation of the Miramar's existing historic features, provision of the 100% affordable housing component on the Second Street Parcel, provision of publicly-accessible open space and the provision of additional community benefits – are economically feasible through the redevelopment of the Existing Hotel and the additional residential component.

Public Review Process

In compliance with the State CEQA Guidelines, the City provided opportunities to the public to participate in the environmental process. During preparation of the Draft EIR, various State, regional and local government agencies and other interested parties were notified to solicit comments on the scope of the EIR and to inform the public of the Project.

Specifically, pursuant to the provision of Section 15082 of the State CEQA Guidelines, the City circulated a Notice of Preparation ("NOP") to State, Regional, and local agencies, and members of the public for a 30-day period commencing May 1, 2013 and ending June 3, 2013. The City conducted a scoping meeting on May 16, 2013 at 5:30 P.M. in the Santa Monica Main Library, at 601 Santa Monica Boulevard, Santa Monica, CA 90036. However, after the initiation of the environmental review process, the City began the process to prepare a Downtown Community Plan (DCP) in 2013. The Project was put on hold at the end of 2013 pending completion of the DCP. The EIR for the DCP was certified and the DCP adopted by the City Council in July 2017. The Final EIR for the DCP (State Clearinghouse Number 2013091056) is hereby incorporated by reference in accordance with CEQA Guidelines Section 15150. The EIR and the DCP are available for public review during normal business hours at City Hall at 1685 Main Street, Room 212, Santa Monica, CA 90401.

Although a NOP was distributed in 2013, in light of the passage of time and the revisions to the Project, the City issued a Recirculated NOP to State, Regional, and local agencies, and members of the public for a 30-day period commencing June 28, 2018 and ending July 30, 2018. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the Project, to present the environmental topics preliminarily identified by the City for evaluation in the Draft EIR, and to solicit input regarding the scope and content of the information to be included in the Draft EIR. The Recirculated NOP included notification that a new public scoping meeting would be held to further inform public agencies and other interested parties of the Project and to solicit input regarding the Draft EIR. The City posted the NOP on the City Planning website along with information regarding the process for providing comments. The Recirculated NOP, Initial Study, and comments received during the scoping process are included in Appendix A of this EIR (as respectively Appendix A-1, A-2 and A-3).

Comments were received orally and in writing on the scope and content of the Draft EIR. Two comment cards were received and 44 written comment letters responding to the NOP were submitted to the City. A summary of oral comments as well as comment letters received during the

NOP circulation period are provided in Appendix A of this EIR and are summarized below in the subsection entitled Areas of Controversy and Issues to be Resolved.

Areas of Controversy/Issues to Be Resolved

Section 15123 of the CEQA Guidelines states that an EIR shall identify areas of controversy known to the lead agency, including issues raised by the agency and the public during the scoping process. The environmental issues listed below were those of key concern that may be controversial. Each of these issues is evaluated further in this EIR.

- Impacts to the visual character of the area
- Neighborhood compatibility and preservation of community character, including height and intensity of the Project
- Compatibility of the Project with historic resources
- Increase in shadows
- Air quality impacts
- Access to the Moreton Bay Fig Tree
- Provision of market rate condominium units on the Hotel Parcel
- Noise impacts
- Impacts on public services and utilities
- Impacts regarding coastal access and effects on cost of other hotel rooms in the City
- Stability of the Palisades Bluff
- Transportation and circulation impacts, including traffic congestion, vehicular access, and pedestrian and bicycle circulation

Vehicular parking impacts, as well as the need to provide parking for alternate modes of transportation, were also raised as issues in the comments received from the public in response to the NOP and the public scoping meeting. However, per Senate Bill 743 and CEQA Statute Section 21099, parking and aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. Therefore, in accordance with SB 743 and CEQA Section 21099, the parking impacts of the Project are not addressed in this EIR other than providing information establishing that the Project would meet City parking requirements. Furthermore, the analysis of aesthetics in Section 4.1, *Aesthetics*, is provided for informational purposes only. For a discussion of parking, please refer to Chapter 6, Other CEQA Considerations, Section 6.7, Parking.

Significant and Unavoidable Environmental Impacts

CEQA Guidelines Section 15126 requires that an EIR describe any significant impacts that cannot be avoided, even with implementation of feasible mitigation measures. As indicated in Chapter 4, *Environmental Impact Analysis*, of this EIR, the Project would result in the following significant unavoidable impacts.

Construction Effects

As indicated in Section 4.4, *Construction Effects*, of this EIR, Project construction activities on the Second Street Parcel could result in significant unavoidable vibration impacts to off-site structures (see discussion below under Noise and Vibration) if there is no voluntary acceptance of MM NOISE-2 by off-site property owners.

Historical Resources

As indicated in Section 4.5, Historical Resources, Project development of the 100% affordable housing building on the Second Street Parcel would result in potentially significant construction vibration impacts to the historic resource located immediately south at 1137 2nd Street (Regency Moderne Medical Office). MM NOISE-2 would reduce construction vibration impacts to a less than significant level. However, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of this mitigation measure by the off-site property owner(s) of the historic structure.[3] Although voluntary acceptance by off-site property owner(s) would reduce this impact to a less than significant level, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure. Therefore, it is conservatively concluded that unless mitigated, the 100% affordable housing building could have potentially significant and unavoidable vibration impacts on the historic building located at 1137 2nd Street.

Neighborhood Effects

As indicated in Section 4.13, *Neighborhood Effects*, of this EIR, mitigation is not feasible to reduce the Project's neighborhood effects associated with operational intersection and street segment LOS to less than significant levels (see discussion below under Transportation). Therefore, Project operational traffic-related neighborhood effects would be significant and unavoidable.

Noise and Vibration

As indicated in Section 4.14, *Noise and Vibration*, of this EIR, construction on the Second Street Parcel could result in the operation of equipment at distances that would result in potentially significant vibration at adjacent properties. MM NOISE-2 would require inventory of existing conditions at adjacent off-site buildings (The Huntley Hotel building and the historic commercial structure located at 1137 2nd Street to the south of the Second Street Parcel). For the Second Street Parcel, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of this mitigation measure by off-site property owners. Although voluntary acceptance by off-site owners would reduce potentially significant construction vibration impacts to a less than significant level, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure. Because the consent of the off-site property owners cannot be guaranteed, it is conservatively concluded that unless mitigated, the 100% affordable

[3] As indicated in Section 4.14, Noise and Vibration, of this EIR, construction on the Second Street Parcel would result in potentially significant construction vibration impacts to two adjacent structures, one of which is the historic resource located at 1137 2nd Street. Also see Noise and Vibration.

housing building could have potentially significant and unavoidable vibration impacts on the adjacent structures.

Transportation

As indicated in Section 4.17, *Transportation*, of this EIR, using the City's adopted thresholds for determining impacts based on automobile delay (LOS), the Project would have significant and unavoidable impacts (project-level and cumulative level) at the following study intersections and roadway segments under both Approval Year (Year 202) and Future Year (Year 2025) conditions. See Section 4.17 for further discussion.

Intersections

Significant and unavoidable intersection impacts would occur at the following three study intersections under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

1. Palisades Beach Road (PCH) & California Incline
3. Ocean Avenue & California Avenue
42. Lincoln Boulevard & California Avenue

The Project impact at Intersections No. 1, 3, and 42 would be significant and unavoidable since the possible mitigation measures were found to be infeasible.

Street Segments

Significant and unavoidable street segment impacts would occur at the following five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street
- Segment 9 – California Avenue between 2nd Street and 3rd Street
- Segment 10 – California Avenue between 3rd Street and 4th Street
- Segment 11 – California Avenue between 4th Street and 5th Street

No feasible mitigation measures (e.g., road widening, additional turn/travel lanes, etc.) were identified to address the five street segment significant impacts. While various traffic calming strategies were considered, these traffic calming measures can reduce and slow traffic along a street but they do not eliminate traffic.

Alternatives to Reduce Potential Impacts

Alternatives Evaluated

The CEQA Guidelines require an analysis of alternatives to proposed projects. According to CEQA Guidelines Section 15126.6 (a), the purpose of analyzing project alternatives is to identify alternatives that "…*would avoid or substantially lessen any of the significant effects of the project.*"

According to Section 15126.6(e), an EIR alternatives analysis should include the analysis of a No Project Alternative to allow decision makers to compare the impacts of approving a proposed project with the impacts and foreseeable future of not approving that project.

As indicated in Chapter 4.0, *Environmental Impact Analysis*, of this EIR, Project impacts would be less than significant or less than significant with mitigation incorporated for the majority of the environmental topics evaluated, with significant unavoidable impacts associated with construction vibration/construction effects (for Second Street Parcel only), transportation impacts on intersections and street segments, and neighborhood effects associated with the significant intersection and street segment impacts.. The alternatives were formulated to reduce the magnitude of the Project's environmental impacts and inform the decision-making process.

The six alternatives analyzed are described below. Because the alternatives are conceptual for the purposes of the EIR, the exact layout and structural configuration of the proposed development is not determined.

Alternative 1 – No Project/No Build: Per CEQA Guidelines Section 15126.6(e)(2), the No Project/No Build Alternative analysis discusses the existing conditions at the time the Recirculated Notice of Preparation (NOP) was published and compares impacts of the No Project/No Build Alternative to the Project. Under the No Project/No Build Alternative, the Project would not be developed. Rather, the existing on-site uses (e.g., hotel, food and beverage space, meeting space, retail floor area, spa and fitness, and surface parking) would remain unchanged. No rehabilitation of the Palisades Building would occur. Vehicular access to the hotel would remain on Wilshire Boulevard with the circular driveway that currently covers the root system of the Moreton Bay Fig Tree. The perimeter walls around the Hotel Parcel would remain. In addition, the surface parking on the Second Street Parcel would also remain.

Alternative 2 – Ocean Avenue Transition Tier II Development Alternative: Under Alternative 2, the Hotel Parcel would be developed in accordance with the Ocean Transition (OT) standards, with a FAR of 2.25 and a maximum height of 50 feet, resulting in approximately 432,157 square feet of floor area. The mix of uses or development program would remain the same as under the Project. Alternative 2 would result in approximately 261 guestrooms (approximately 219,580 sf) and 50 3-bedroom condominiums (approximately 167,537 sf). The meeting space, food and beverage indoor and outdoor dining space, retail space, and spa and fitness space would be the same as the Project. Parking would be provided in a subterranean garage. The Palisades Building and the Moreton Bay Fig Tree, which are designated City Landmarks, would be preserved. Two new buildings would be constructed. One building would create a courtyard around the Moreton Bay Fig Tree, with frontage on 2nd Street, Wilshire Boulevard, and Ocean Avenue. The second building would be L-shaped and would be sited in the northwest corner of the Hotel Parcel with frontage on Ocean Avenue and California Avenue. The buildings would be located along the street frontages and would range in height from 30 to 50 feet. The driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. Similar to the Project, the pavement surrounding the Moreton Bay Fig Tree would be removed, and a raised deck platform would be constructed around the tree. Vehicular access to the subterranean garage for residents ~~and employees leading to the subterranean garage~~ would be provided on Ocean Avenue and for employees it would be provided on California Avenue.

Approximately 33 percent of the Hotel Parcel would be open space and would be concentrated internal to the Project Site for use by hotel guests and residents. Although the Project Site has an Established Large Site ("ESL") overlay, no community benefits would be provided under this alternative.

Under Alternative 2 the Second Street Parcel would be redeveloped with a total of 19 three-bedroom dwelling units (14 affordable units and 5 market rate units). The development would comply with the Wilshire Transition (WT) standards and would be 50 feet in height with a FAR of 2.25 or 33,750 sf. Parking would be provided in a subterranean garage with access from 2nd Court.

Alternative 3 – Hotel Only on Hotel Parcel (No Condominiums) Alternative: Under Alternative 3, the Hotel Parcel would be redeveloped with a 312-room hotel and associated amenities and no residential condominiums would be developed on the upper floors of the Ocean Building. All other aspects of the hotel use would remain essentially the same as proposed under the Project. Alternative 3 would have a 1.6 FAR, and a total building square footage of 307,620 sf. As with the Project, the Palisades Building and the Moreton Bay Fig Tree would remain. Under this alternative, the California Building, located adjacent to the Palisades Building along California Avenue, would be 80 feet in height as under the Project. The Ocean Building would form a courtyard around the Moreton Bay Fig Tree and similar to the Project would open out to Ocean Avenue. With the removal of the upper floors, the maximum height would be 84 feet, which would be located in the central portion of the Hotel Parcel. The building would vary in height from 30 feet along Wilshire Boulevard and 40 feet along 2nd Street. Ground floor commercial uses would be located along Wilshire Boulevard, which would serve to activate the street frontage. Parking would be provided in a subterranean garage. The driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. A vehicular access for employees leading to the subterranean garage would be provided on California Avenue. Approximately 52% of the Hotel Parcel would be open space with approximately 14,000 sf of designated publicly accessible open space provided at the intersection of Wilshire Boulevard and Ocean Avenue leading up to the Moreton Bay Fig Tree.

Under Alternative 3 the Second Street Parcel would be redeveloped with a total of 12 units (9 market rate units and 3 affordable units). In accordance with the WT standards, the building on the Second Street Parcel would be 50 feet in height with a FAR of 2.25 or 33,750 sf. Parking would be provided in a subterranean garage with access from 2nd Court.

Alternative 4 – Reduced Height and Density Alternative: Under Alternative 4 the Hotel Parcel would be redeveloped with a 226-room hotel and associated amenities and 45 three-bedroom condominiums. All other aspects of the hotel use would remain essentially the same as proposed under the Project. As with the Project, the two historic resources on the Hotel Parcel would remain and would be protected and all of the other buildings would be demolished. Alternative 4, which would have essentially the same site plan as the Project, would have a 2.0 FAR, and a total building square footage of 384,000 sf. The California Building located along California Avenue west of the Palisades Building and the Ocean Building sited around the Moreton Bay Fig Tree. Under Alternative 4, the California Building would be a maximum of 80 feet in height and would be located adjacent to the Palisades Building along California Avenue. The Ocean Building would be

a maximum of 84 feet in height and would wrap around the Moreton Bay Fig Tree. Parking would be provided in a subterranean garage. The driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. A vehicular access for employees leading to the subterranean garage would be provided on California Avenue. Approximately 52% of the Hotel Parcel would be open space with approximately 14,000 sf of designated publicly accessible open space provided at the intersection of Wilshire Boulevard and Ocean Avenue leading up to the Moreton Bay Fig Tree.

Under Alternative 4 the Second Street Parcel would be redeveloped with a total of 19 three-bedroom dwelling units (13 affordable units and 6 market rate units). The development would comply with the Wilshire Transition District (WT) standards and would be 50 feet in height with a FAR of 2.25 or 33,750 sf. Parking would be provided in a subterranean garage with access from 2nd Court.

Alternative 5 – Alternate Massing Alternative: Under Alternative 5 the redevelopment of the Hotel Parcel would have the same program as under the Project. However, the massing would be shifted towards the Wilshire Boulevard frontage and no new building would be constructed along California Avenue. Alternative 5 would result in the redevelopment of the Hotel Parcel with a 2.6 FAR, or 502,157 sf of floor area and a maximum building height of 130 feet. The hotel would contain 312 guestrooms and the same amenities as the Project. In addition, 60 three-bedroom condominium units would be developed. As with the Project, the two historic resources on the Hotel Parcel would remain and would be protected.

As with the Project, the building would wrap around the Moreton Bay Fig Tree with an opening to the street along Ocean Avenue. The building heights would vary from 30 feet to 130 feet, with the maximum height within the central portion of the Hotel Parcel. The building along 2nd Street would be 90 feet in height, stepping down to 80 feet along the Wilshire Boulevard frontage. A portion of the building along Ocean Avenue would be 30 feet in height. Approximately 48% of the Hotel Parcel would be open space, with approximately 5,000 sf of publicly accessible space that would be accessed from Ocean Avenue and would surround the Morton Bay Fig Tree. Parking would be provided in a subterranean garage. The driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. A vehicular access for employees leading to the subterranean garage would be provided on California Avenue.

As with the Project, under Alternative 5 the Second Street Parcel would be redeveloped with a total of 48 affordable housing units. The development would comply with the Wilshire Transition District (WT) standards and would be 60 feet in height with a FAR of 2.75 or 41,250 sf. Parking would be provided in a subterranean garage with access from 2nd Court.

Alternative 6 – Modified Access Alternative: Under Alternative 6, the redevelopment of the Hotel Parcel would have the same land use program as under the Project. The Hotel Parcel under Alternative 6 would be redeveloped with a 2.6 FAR, or 502,157 sf of floor area and a maximum building height of 130 feet. The hotel would contain 312 guestrooms (262,580 sf) and associated amenities. In addition, 60 3-bedroom condominium units would be developed. The site plan would remain essentially the same, with the exception of the vehicular access to the Site. A hotel entry

court would be provided on 2nd Street, but would be located to the south of the location under the Project in order to accommodate a second vehicular access, which would be used by employees thereby eliminating the vehicular access on California Avenue. Under Alternative 6 the loading dock would remain in the same location as under the Project. The second access would be located between the hotel entry court and the loading dock. The new vehicular access would require an additional curb cut and driveway resulting in three 20-foot wide curb cuts (27.5 feet with aprons) in addition to the 35-foot wide loading dock area (42.5 feet with curb cuts) along 2nd Street. Vehicular access for residents would be on Ocean Avenue. The driveway access along Wilshire Boulevard would be closed. Approximately 52% of the Hotel Parcel would be open space, with approximately 14,000 square feet designated publicly-accessible.

Under Alternative 6, the Second Street Parcel would be developed with 48 affordable housing units. The building would be a maximum of 60 feet in height with a 2.75 FAR or 41,250 sf. Parking would be provided in a subterranean garage with access from 2nd Court.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the "no project" alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

Of the alternatives analyzed in the EIR, Alternative 1 would be considered to be the environmentally superior alternative because it is the only Alternative that would avoid the Project's significant traffic (intersection and street segment), construction vibration, and historic resource impacts. In addition, Alternative 1, which reflects existing conditions with no change to the environment, would result in less impacts across most of the environmental topics analyzed. Notwithstanding, without redevelopment of the Project Site, Alternative 1 would not improve water quality and reduce demand for water and wastewater services, as would occur under the Project. Also, with no changes to existing conditions on the Project Site, Alternative 1 would not contribute to City efforts to implement the goals and objectives of the DCP nor meet the Project's objectives.

Because Alternative 1 - the No Project/No Building Alternative is the environmentally superior alternative, the identification of an environmentally superior alternative among the other alternatives is required pursuant to Section 15126.6(e)(2) of the State *CEQA Guidelines*. Accordingly, and for the reasons described below, the environmentally superior among the other alternatives has been identified as Alternative 4, Reduced Height and Density.

The reduced excavation and construction activity associated with Alternatives 2, 3, and 4 would reduce the duration of vibration generating activities. Further, the other construction impacts (including noise, air quality and traffic impacts), which are less then significant, would also be reduced overall since the duration of construction would be shorter due to less construction and excavation relative to the Project.

Alternatives 2, 3, 4 and 6 would reduce significant impacts at some locations and during some peak hour periods and/or reduce the level of impact at the remaining significantly impacted locations as a result of the reduction in trip generation resulting from less development. Of these, Alternative 6 would avoid a significant impact along one street segment, California Avenue between Ocean Avenue and 2nd Street (Segment 8). However, this reduction in impacts would be achieved through rerouting of traffic in the Project vicinity rather than a reduction in trip generation. In contrast, Alternatives 2, 3 and 4 would reduce overall traffic impacts. Alternatives 2, 3, and 4 would each avoid a significant impact at one intersection location and a significant impact for one of the peak hours analyzed at a second location. (Alternatives 2 and 4 would avoid significant impacts at Palisades Beach Road & California Avenue [Intersection 1] and AM peak hour significant impacts at Ocean Avenue & California Avenue [Intersection 3]. Alternative 3 would avoid impacts at Ocean Avenue & California Avenue [Intersection 3] and weekend peak hour significant impacts at Lincoln Boulevard & California [Intersection 42]).

Alternative 4 would result in the greatest level of reductions in traffic impacts overall and traffic related impacts to less than significant topics such as air quality, GHG emissions, and noise. In addition to traffic and traffic related impacts, Alternative 4 would have additional environmental advantages over Alternatives 2 and 3. Alternative 2, while reducing traffic impacts, would have greater impacts than the Project and Alternative 4 regarding historical resources, views of scenic resources and land use policies related to these topics. Alternative 2 would also have less open space then Alternative 4, which would have the same amount of open space as the Project. Therefore, Alternative 2 would not qualify as the environmentally superior alternative.

In comparison with Alternative 3, Alternative 4 with the greater number of housing units would help fulfill a larger range of applicable policies and regulations. Alternative 4 would be consistent with the Land Use Plan of the Local Coastal Program by providing a mix of uses that are consistent with the provisions of Policy 201~~, and including a large number of hotel rooms~~. Alternative 4 would also more fully implement policies in the 2016 – 204 RTP/SCS, the LUCE, the DCP, and the 2013 – 2021 Housing Element. These policies address a range of uses and multiple needs that pertain to the provision of housing in the Downtown area and the development of Downtown as a mixed-use community with pedestrian and transit availability for City residents. Accordingly, Alternative, 4 is environmentally superior to Alternative 3, and other than Alternative 1 (the No Project/No Build Alternative), it is environmentally superior to the other alternatives.

While Alternative 4 is environmentally superior to the remaining alternatives, the Project would be more advantageous in reducing impacts associated with City goals and policies that are intended to accommodate future growth, housing needs and sustainable development patterns that place higher densities in HQTA transit rich areas. Such development patterns reduce VMT with associated reductions in GHG and air pollutant emissions and efficient use of existing and planned transit and utility infrastructure. In addition, Alternative 4 would not be as supportive of LUCE and DCP policies to provide needed development that supports visitor travel to the City and the provision of housing inclusive of affordable units. Further, as compared to Alternative 4, the Project would more fully support the Project Site's ELS designation in the DCP given the Site's unique characteristics and potential to support growth within the City as accompanied by a range of community benefits.

Alternative 4 would meet the underlying purpose of the Project since it would modernize the aging facility on the Hotel Parcel and improve visitor serving uses. However, with the reduction in development and changes to the site plan, Alternative 4 would not meet several of the Project objectives to the same extent as the Project.

Alternative 4 would meet some of the Project objectives. It would meet Objective 1 pertaining to development according to the DCP by providing a mixed use development including hotel uses, visitor serving uses, retail uses and residential units; Objective 4 by contributing to the character of the Downtown area through the removal of walls and provision of visual and physical access to and through the Hotel Parcel, and the provision of ground floor retail to activate the street; and Objective 6 by preserving the historic resources through rehabilitation of the Palisades Building; improving public views of the Palisades Building and the Moreton Bay Fig Tree, and opening the street front to a public plaza.

However, with the reduced development program, Alternative 4 would only partially meet the remaining objectives. It would only partially meet: Objective 2 as it would provide less improvement in visitor serving uses; Objective 3 due to more limited opportunities to provide iconic architecture; Objective 5 due to the provision of fewer market and affordable housing in a TPA; Objective 7 by not implementing the Project's higher-level sustainability goals, such as LEED v3 Gold; Objective 8 by generating fewer employment opportunities; Objective 9 by offering fewer economic and fiscal benefits with the reduction in overall development; and Objective 10 by providing less affordable housing on the Second Street Parcel.

Summary of Environmental Impacts

This section provides a summary of Project impacts, Project Design Features, mitigation measures, and level of significance after implementation of the mitigation measures identified for the Project. The summary is provided by environmental issue area below in **Table ES-1**, *Summary of Project Impacts, Project Design Features, and Mitigation Measure*s. The analyses upon which the summary table is based are presented in Chapter 4.0, *Environmental Impact Analysis*, of this EIR.

As discussed in Chapter 1, Introduction, of this EIR, as part of the certification of the DCP EIR and approval of the DCP, the City Council adopted a Mitigation Monitoring and Reporting Program (MMRP) to ensure that all mitigation measures identified in the Final EIR will be implemented where applicable as development occurs in the DCP area. Mitigation measures from the DCP EIR that are applicable to the Project are discussed in the sections in Chapter 4 and are denoted with "DCP" in Table ES-1. Mitigation measures indicated in the table apply to both development on the Hotel Parcel and the Second Street Parcel, unless otherwise indicated. Final detail (such as timing or implementation) for the mitigation measures will be provided in the Mitigation Monitoring and Reporting Program (MMRP) of the Final EIR.

TABLE ES-1
SUMMARY OF PROJECT IMPACTS, PROJECT DESIGN FEATURES, AND MITIGATION MEASURES

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Aesthetics – Analysis provided for informational purposes only per PRC Section 21099(d)(1)			
Impact Statement AES-1: The Project would not wholly or partially block public views of the area's scenic vistas. This analysis is provided for informational purposes only since pursuant to California PRC Section 21099 the aesthetics impacts of the Project shall not be considered significant.		No mitigation measures required	Less than significant
Impact Statement AES-2: Although the Project would result in the removal of two street trees, one a palm tree on Ocean Avenue, all other street trees would be protected and retained. In addition, replacement trees would be planted along Ocean Avenue. With the protection of existing street trees and the Moreton Bay Fig Tree during construction, the addition of substantial landscaping within the Project Site and along Wilshire Boulevard and Ocean Avenue, as well as the preservation of the landmarked Palisades Building and Moreton Bay Fig Tree, the Project would not cause substantial damage to scenic resources. Furthermore, this analysis is provided for informational purposes only. Pursuant to California PRC Section 21099 impacts to scenic resources shall not be considered significant.		No mitigation measures required	Less than significant
Impact Statement AES-3: The Project would be consistent with regulations that govern scenic quality set forth in the General Plan Land Use and Circulation Element, Downtown Community Plan, General Plan Open Space Element, Urban Forest Master Plan, Local Coastal Update Land Use Plan, and the Municipal Code. As such, impacts related due to conflicts with regulations and associated physical impacts on scenic quality would be less than significant.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement AES-4: Lighting for the Project's construction would be consistent with standard construction practices. Operation lighting would be similar to existing conditions on-site and along Wilshire Boulevard and Ocean Avenue in the Project vicinity. Signage would be for building and business identification and consistent with SMMC regulations. As such, the Project would not create a new source of substantial light and glare that would adversely affect day or nighttime views in the area. However, in accordance with Section 21009(d)(1), this analysis is provided for information purposes only and impacts related to light and glare would be less than significant.		No mitigation measures required	Less than significant
Impact Statement AES-5: The Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. As such, the Project would not interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses and impacts resulting from shading would be less than significant. However, this analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1).		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Air Quality			
Impact Statement AQ-1: The Project's short-term jobs during construction would not conflict with the AQMP's long-term employment projections and Project construction would also comply with the applicable regulations for reducing criteria pollutant emissions during construction activities. The Project's employee growth would not exceed the expected regional growth projections and would be consistent with regulations for reducing criteria pollutants. Therefore, the Project's construction and operations would not conflict with implementation of the AQMP or relevant air quality-related policies in the General Plan or other adopted regional and local plans adopted for reducing air quality impacts and impacts would be less than significant.	**PDF AQ-1: Demolition, Grading and Construction Activities:** 1. Compliance with provisions of the SCAQMD District Rule 403. The Project shall comply with all applicable standards of the SCAQMD, including the following provisions of District Rule 403: a. All unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., instantaneous winds speeds greater than 25 mph), so as to prevent excessive amounts of dust. As an alternative to discontinuing work, compliance with Rule 403, Table 3 control measures may be implemented in accordance with Rule 403 Section (g)(2). d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.	**DCP MM AQ-5b: Interior Air Quality Protection:** Applicants of new projects in the Downtown that propose siting sensitive land uses within 100 feet of an intersection operating or projected to operate at Level of Service (LOS) E or F to include heating, ventilation, and air conditioning (HVAC) infrastructure within the building to circulate and purify outdoor air sources sufficiently to reduce diesel particulate matter and vehicle emissions. HVAC control systems shall include particulate filters that have a minimum efficiency reporting value (MERV) of 15 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The proposed HVAC system shall be reviewed and approved by the City prior to occupancy of sensitive land uses or populations within the proposed project.	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. g. Trucks having no current hauling activity shall not idle and be turned off. h. Ground cover in disturbed areas shall be replaced as quickly as possible. 2. **Anti-Idling Regulation:** In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. 3. **Fuel Requirements:** All heavy-duty diesel-powered equipment operating and refueling use low-NOx diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of CARB diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit. 4. **Architectural Coatings:** a. ~~For n~~ New building materials that do not require painting shall be used ~~during construction~~ to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City. Pre-painted construction materials should be used to the extent feasible. b. Architectural coating (paint and primer) products used have a VOC rating of 125 grams per liter (g/L) or less. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	5. **Construction Equipment:** a. Diesel fueled construction equipment shall meet or exceed the EPA Tier 4 final emission standards. b. The following equipment shall be propane or CNG fueled: Forklifts (except for all-terrain forklifts used only to off-load heavy material) and sweepers/scrubbers. c. The following equipment shall be electric: air compressors, tower cranes (Hotel Parcel), aerial lifts, plate compactor, and pumps d. The following equipment shall be gasoline fueled: water trucks e. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit. **PDF-AQ-2: Green Building Features:** The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the applicant would attain a minimum of LEED-certified V3 gGold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 ~~Gold~~Platinum designation. Green building features that will be included in the Project are as follows: **1. Waste** a. The Project will implement a construction waste management plan (WMP) to divert a minimum of 70 percent of all mixed construction and demolition (C&D) debris to City certified construction and demolition waste processors, consistent with SMMC Article 8, Chapter 8.108.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	b. The Project will include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings), consistent with the City of Santa Monica Zero Waste Strategic Plan, with the goal of achieving a per capita disposal rate of less than 3.6 pounds/person/day by 2020 and less than 1.1 pounds/person/day by 2030, equivalent to a 95 percent diversion rate. **2. Energy** a. The Project will comply at a minimum with the City of Santa Monica Energy Code and the City of Santa Monica Green Building Standards Code or the most recent standards at the time of building permit issuance by incorporating features such as solar pool heating, green roofs, high-performance building envelopes, energy-efficient HVAC and lighting systems, among other initiatives thereby reducing energy use, air pollutant emissions, and GHG emissions. b. The Project will install solar electric photovoltaic (PV) systems, as required by the City of Santa Monica Green Building Code Solar Ordinance. The required installation of the PV systems will be implemented by installing a minimum total wattage of 2.0 times the square footage of the building footprint (2.0 watts per square foot). c. The Project design will incorporate surface materials with a high solar-reflectance-index average, coupled with roof assemblies having insulation factors that meet or exceed the 2019		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	California Title 24 Building Energy Efficiency Standards, to reduce unwanted heat absorption and minimize energy consumption. **3. Transportation** a. To encourage carpooling and the use of electric vehicles by Project employees, residents, and visitors, designated parking for carpools and vanpools will be provided in accordance with SMMC Section 9.28.150. b. EV Charging Stations, low emission vehicle spaces, and carpool spaces for hotel employees will be provided in the Hotel parking structure. At least two charging stations plus one for each additional 50 parking spaces consistent with SMMC Section 9.28160(B)(2) will be provided. c. Both long-term and short-term bicycle parking will be provided at the Hotel parking structure. The number of parking spaces shall at a minimum be provided in accordance with SMMC Table 9.28.140, which requires one short-term bicycle parking space for every 4,000 square feet of floor area (depending on the use). The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces, including 263 long-term and 41 short-term spaces. Showers and clothes lockers for employees will also be provided at the Hotel. In accordance with SMMC Section 9.28.170(B)(1), a minimum of four showers would be provided. Consistent with SMMC Section 9.28.170(B)(2), lockers for clothing and other personal effects will be		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	provided at a ratio of 75% of the long-term employee bicycle parking spaces required. A total of up to 197 new clothes lockers will be provided on the Hotel Parcel for employee use. The final number will be determined through the Development Agreement. **4. Water** a. The Project shall achieve the City's water neutrality requirements and in accordance with the DCP, the Applicant shall strive to achieve a minimum of 30 percent below California 2019 Title 24 baseline for interior building water use and a minimum of 50 percent below California 2019 baseline for exterior water use. The Project will also implement 100% non-potable irrigation for landscaping. **PDF-AQ-3: Control of VOCs:** The Project will utilize low-emitting materials pursuant to the requirements of the California Green Building Standards (CALGreen) Code and SCAQMD Rule 1113. **PDF-AQ-4: Emergency Generators:** The new standby generator on the Hotel Parcel shall meet the EPA Tier 4 standard for diesel emissions. For after-treatment of engine exhaust air, a diesel particulate filter shall be provided to meet the emission level requirements of the SCAQMD.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement AQ-2: The South Coast Air Basin is designated as non-attainment for O3, PM10, and PM2.5 under federal and/or state ambient air quality standards. Construction and operation of the Project would not generate emissions that would exceed regional thresholds during construction or operations. Therefore, Project construction and operations would not contribute to a cumulatively considerable net increase of criteria pollutants and impacts would be less than significant.	PDF AQ-1, PDF AQ-2, PDF AQ-3, and PDF AQ-4 (see above.)	No mitigation measures required	Less than significant
Impact Statement AQ-3: The Project's localized maximum daily Project construction and operational emissions of criteria air pollutants would not exceed the applicable SCAQMD localized concentration thresholds. Therefore, localized construction impacts would be less than significant. Project-generated traffic, together with other cumulative traffic in the area, would incrementally increase carbon monoxide levels at an intersection or roadway within one-quarter mile of a sensitive receptor. However, the Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million, respectively. Therefore, CO hotspot impacts would be less than significant. During construction and operation of the Project, TACs would be emitted and result in an incremental cancer risk or cancer burden increase at nearby sensitive receptors. Project construction would not exceed the applicable SCAQMD incremental cancer risk thresholds for TACs. Therefore, impacts would be less than significant.	PDF AQ-1, PDF AQ-2, PDF AQ-3, and PDF AQ-4 (see above.)	No mitigation measures required	Less than significant
Impact Statement AQ-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Biological Resources			
Impact Statement BIO-1: Trees, shrubs, and ground cover on the Project Site have the potential to host nests and roosts of migratory birds, and as a result, Project construction could result in a potentially significant impact due to potential disturbance or destruction of their nests. However, implementation of DCP MM BIO-1 would ensure that potential impacts to migratory bird species would be less than significant.		**DCP MM BIO-1: Nesting and Roosting Sites.** To prevent impacts to nesting or roosting birds through loss or damage of mature trees, the City shall require that applicants of new development projects within Downtown comply with the following: 1. Where suitable vegetation and structures for nesting birds and bats occur within 500 feet of project construction activities, all phases of project construction shall avoid the general nesting season (February 15 through August 31). 2. If construction cannot avoid the general nesting season, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds and/or bats. The survey shall be conducted within 72 hours prior to commencement of vegetation removal. 3. If any nesting birds are present within or immediately adjacent to the construction area, the following shall be required: A qualified biologist shall be retained by the Applicant to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active nests, including the enforcement of an avoidance buffer of 25 to 500 feet, depending on the sensitivity of the species identified, as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive. 4. If federal or state protected species are observed during the site survey, consultation shall be completed with the USFWS and CDFW to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure protected bird species are not affected.	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement BIO-2: While the Project would remove existing on-site vegetation, the City-landmarked Moreton Bay Fig Tree would be retained in place. The Project would require removal of street trees to provide vehicular access to the Hotel Parcel. During Project construction, implementation of the PDF BIO-1 and compliance with the City's Tree Code and the City's UFMP would prevent direct and indirect significant impacts from occurring to protected trees. With regard to Project operations, the long-term maintenance of the Moreton Bay Fig Tree would continue. Therefore, construction and operation of the Project would have a less than significant impact on protected trees.	**PDF BIO-1: Moreton Bay Fig Tree Protection Plan.** To support a commitment by the Applicant to feature the Moreton Bay Fig Tree as a key centerpiece of the Miramar Hotel property, to avoid impacts to the tree during redevelopment of the Project Site, and to continue to ensure the health and on-going maintenance of the tree and its status as a City-designated landmark into the future, a Tree Protection Plan shall be incorporated into the Project. As further detailed in Chapter 7 and Chapter 8 of the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program*, prepared by BrightView Tree Company, dated February 26, 2018, the Tree Protection Plan shall at a minimum incorporate performance standards and requirements for: • Tree Protection Training Program for Construction Personnel • Preservation and Protection Measures during Construction • Construction Monitoring Program Prior to approval of final Project design plans, the draft Tree Protection Plan shall be refined and submitted to City Staff for review and approval. Upon issuance of the Project's building permit, the Applicant shall identify or otherwise engage an Arborist, Landscape Architect, and general contractor, subject to City Staff approval of their respective credentials, to execute work in compliance with the final Tree Protection Plan. As appropriate, finalization and implementation of the Tree Protection Plan shall be coordinated with the Project's Preservation Plan. Furthermore, following Project construction, monitoring and maintenance of the tree shall continue pursuant to the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program.*	No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Construction Effects			
Impact Statement CE-1: Project construction activities would not substantially degrade the existing visual character or quality of the surroundings. In addition, Project construction activities would result in less than significant air quality and transportation impacts with implementation of the PDFs. MM NOISE-1 would be implemented to limit construction activities generating noise in excess of 20 dBA above normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event to between 10:00 A.M. and 3:00 P.M. on weekdays as allowed by the City's Noise Ordinance. With implementation of the mitigation measure, construction noise impacts would be reduced to less than significant. With regard to construction vibration, MM NOISE-2 would reduce potential vibration impacts to the Palisades Building and off-site buildings (The Huntley Hotel and the historic building located to the south of the Second Street Parcel). However, because consent of off-site property owners, who may not agree, would be required to implement the vibration mitigation for potential structural damage to their off-site structures, it is conservatively concluded that vibration impacts would be significant and unavoidable. With respect to human annoyance, construction activities adjacent to or near inhabited structures would not result in excessive vibration levels and impacts would be less than significant impact.	**PDF CE-1: Construction Impact Mitigation Plan (CIMP)**. Prior to issuance of a grading or building permit the Applicant shall prepare a CIMP for review and approval by the following City departments: Public Works, Fire, ~~Planning and~~ Community Development, and Police to ensure that the CIMP shall: • Prevent material traffic impacts on the surrounding roadway network. • Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable. • Ensure safety for both those constructing the project and the surrounding community. • Prevent substantial truck traffic through residential neighborhoods. In addition, the plan shall be prepared and implemented in coordination with any affected agencies such as Big Blue Bus, Metro, and Caltrans. The CIMP shall comply with SMC Chapter 8.98, Construction Management Plans and shall at a minimum include the following: • A detailed plan for work zones shall be maintained. At a minimum, the plan shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. • Work within the public right-of-way shall be performed between 9:00 A.M. and 4:00 P.M. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed	See Mitigation Measures MM NOISE-1 and MM NOISE-2, below.	Significant unavoidable (construction vibration)

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	after the issuance of an After Hours Permit administered by the Public Works Department. • Streets and equipment shall be cleaned in accordance with established Public Works requirements. • The Applicant shall obtain Transportation Engineering Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling. Trucks shall only travel on a City-approved construction truck route. Truck queuing/staging shall not be allowed on City streets.~~; limited queuing~~ Queuing may occur on the construction site itself to the extent there is space available on the construction site. • Overall anticipated construction schedule including any anticipated request for construction beyond normally permitted hours. The construction schedule shall also include the nature and extent of construction and associated truck, crane, and/or helicopter activity. • Proposed construction-period noise measures and security measures. • Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be onsite, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit. • Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica. • Sidewalk closure shall be prohibited to the extent feasible; if sidewalk closure is determined to be necessary, a detour pedestrian pathway shall be provided. In the existing conditions, there is a portion of the public sidewalk located on the Project		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	Site adjacent to Ocean Avenue. This portion of the sidewalk will be closed/removed permanently as part of the Project. In addition to the off-Site improvements the Developer will provide as part of the Project, the Developer acknowledges that as part of approving the detour pedestrian pathway provided in the public right-of-way during construction the City may require the Developer to provide temporary improvements to the existing conditions (the sidewalk curb/driveway) to ensure ADA access is provided over the detour pedestrian pathway. • The traveling public shall be advised of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved CIMP). • The Applicant shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights- of-way, detours, or any other work within the public right-of-way. • The Applicant shall provide timely notification of construction schedules to all affected agencies (e.g., Metro. Big Blue Bus, Police Department, Fire Department, Public Works Department, and ~~Planning and~~ Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet. • The Applicant shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. Coordination with Metro regarding construction activities that may impact Metro bus lines or result in closures lasting over six months shall be initiated at least 30 days in advance of construction activities.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	• Contact information for the Project developer, architect, contractor(s) and subcontractor(s). In addition, contact information for a single individual appointed to community with residents, businesses, and commuters impacted by construction activity.		
Historical Resources			
Impact Statement HIST-1: The Palisades Building and Moreton Bay Fig Tree are considered historical resources pursuant to CEQA. Although the Project would demolish the Ocean Building, the Administration Building, and six bungalows, the historical resources located on the Hotel Parcel would be retained. The Project would retain and preserve the Moreton Bay Fig Tree and would retain and rehabilitate the Palisades Building. The Project would incorporate a Preservation Plan to ensure the historical significance of the Moreton Bay Fig Tree and the Palisades Building are retained, along with a Tree Protection Plan to address potential construction effects on the Moreton Bay Fig Tree. The Project would not demolish, destroy, relocate, or alter the integrity of a historical resource such that its eligibility for listing on a register of historical resources would be lost. Therefore, potential direct impacts to on-site historical resources would be less than significant.	**PDF HIST-1: Preservation Plan.** A Preservation Plan shall be prepared as part of the Project to help support conformance with the Rehabilitation Standards, as the Santa Monica Municipal Code § 9.56.140 (G) requires use of the Rehabilitation Standards for analysis related to issuance of Certificate(s) of Appropriateness or equivalent permit(s). The Preservation Plan will establish professional standards by which the preservation aspects of the Project will be executed and enforced. At a minimum, the Preservation Plan shall address the following: **Rehabilitation of Palisades Building** • *Brick.* Establishment of brick treatments, including processes and materials for cleaning, testing, repair, painting or coating in conformance with Rehabilitation Standards. • *Terra Cotta.* Establishment of treatments for testing, cleaning, paint removal, repair, repointing, and painting or coating in conformance with Rehabilitation Standards. • *Windows and Doors.* Treatments related to removal, alterations and or replacement of windows and doors in conformance with Rehabilitation Standards. • *Rooftop Sign.* Design details for a new rooftop sign at the western slope of the Palisades Building to take inspiration from the non-extant historic sign. Specifications shall be established for the size, materials, colors, typeface, placement and other characteristics to support compatibility with	See Mitigation Measure MM NOISE-2, below.	Significant unavoidable

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
However, during construction of the Project, groundborne vibration effects have the potential to cause indirect structural damage to historical resources on the Project Site and in the nearby vicinity. On the Hotel Parcel, implementation of MM NOISE-2 would reduce groundborne vibration impacts on the on-site historic Palisades Building to a less than significant level. However, for the Second Street Parcel, the consent of off-site property owners would be required to implement MM NOISE-2. Because the consent of off-site property owners cannot be guaranteed, it is conservatively concluded that construction of the 100% affordable housing building could result in significant and unavoidable impacts on the historic building located at 1137 2nd Street.	the building and conformance with Rehabilitation Standards, particularly Standards 3 and 6. The final design shall be in compliance with the Rehabilitation Standards such that the sign correlates well with the historic sign's character- defining features as to size, shape, and design and while avoiding creating a false sense of history. • *Grade Changes.* Design details for raising the grade at the Palisades Garden between the California Building, Palisades Building, and Ocean Building. The proposed change is to improve accessibility to the Palisades Building and across the Project Site, by creating a level transition between the buildings and the Palisades Garden and Miramar Gardens, while helping reestablish the entry to the Palisades Building on the west elevation as the primary access point and to further integrate the Palisades Building into the new Palisades Garden. The final grade change and associated connections to the Palisades Building shall be in conformance with the Rehabilitation Standards. • *Hyphens.* Construction of largely transparent architectural hyphens are proposed to connect new construction with the Landmark Building in a manner respectful of the Palisades Building. The final design of the hyphens shall expose much of the elevations of the Palisades Building and be at or shorter in height than the eaves of the Palisades Building, to minimize their size and scale in order to not detract from the Palisades Building. Final design of the hyphens shall be in conformance with the Rehabilitation Standards. **The Moreton Bay Fig Tree** The Moreton Bay Fig Tree (the Ficus) shall be preserved and integrated into the new Miramar Gardens as a primary feature of the Project Site.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	Below grade, the existing basement wall to the east of the Moreton Bay Fig shall be retained. Shoring walls with internal bracing (in lieu of tiebacks) shall be constructed (where excavation is needed for the subterranean garage) to avoid damage to the roots or undermining of the soil. At grade, the existing circular driveway around the tree would be removed, and an elliptical-shaped walkway, pedestrian deck and bench would be constructed around the tree. The pedestrian deck shall be supported by micropiles that allow beneficial airspace flow, nutrients, and water to reach the tree roots. The ring-shaped bench shall protect the buttressed tree roots to ensure the long-term health of the tree. The tree canopy shall be maintained through a pruning and routine maintenance plan as set forth in the 2018 Brightview Report. Final design, monitoring and implementation of improvements in proximity to the Moreton Bay Fig tree shall be subject to review by a qualified arborist and where warranted by a qualified historic preservation architect for conformance with Rehabilitation Standards. Prior to approval of final Project design plans, the Preservation Plan shall be refined and submitted to City Staff, and revised as required to support final approval and ensure conformance with the Rehabilitation Standards and the criterion specified in Santa Monica Municipal Code § 9.56.140 (A) and (C) for issuance of Certificate(s) of Appropriateness or equivalent permit(s). Upon issuance of the Project's building permit, the Applicant shall engage a qualified historic preservation architect, structural engineer, arborist and general contractor, subject to City Staff approval of their respective credentials, to execute work in compliance with the final Preservation Plan.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Archeological Resources			
Impact Statement ARCHAEO 1: The Project Site has a history of intensive historic period use and it is possible that physical remnants of these former uses still exist at depth within the Project Site. In addition, there is some potential for excavation to uncover prehistoric archaeological resources. Therefore, Project grading and excavation may substantially disturb, damage, or degrade archaeological resources. As a result, construction may cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Impacts to archaeological resources are considered potentially significant, however with implementation of mitigation measures, impacts would be reduced to a less than significant level.		**DCP MM CR-3a: Archaeological Data Recovery:** For projects that inadvertently discovered buried prehistoric or historic-period archaeological resources the City shall apply a program that combines resource identification, significance evaluation, and mitigation efforts into a single combined effort. This approach would combine the discovery of deposits (Phase 1), determination of significance and assessment of the project's impacts on those resources (Phase 2), and implementation of any necessary mitigation (Phase 3) into a single consolidated investigation. This approach must be driven by a Treatment Plan that sets forth explicit criteria for evaluating the significance of resources discovered during construction and identifies appropriate data recovery methods and procedures to mitigate project effects on significant resources. The Treatment Plan shall be prepared prior to issuance of building permits by a Registered Professional Archaeologist (RPA) who is familiar with urban historical resources, and at a minimum shall include: • A review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area; • A context for evaluating resources that may be encountered during construction; • A research design outlining important prehistoric and historic-period themes and research questions relevant to the known or anticipated sites in the study area; • Specific and well-defined criteria for evaluating the significance of discovered remains; and • Data requirements and the appropriate field and laboratory methods and procedures to be used to treat the effects of the project on significant resources. The Treatment Plan shall also provide for a final technical report on all cultural resource studies and for curation of artifacts and other recovered remains at a qualified curation facility, to be funded by the developer. To ensure compliance with City and state preservation laws, this plan shall be reviewed and approved by the Historic Landmarks Commission and the City of Santa Monica Planning Division prior to issuance of building permits. **DCP MM CR-3b: Inadvertent Discoveries:** In the event of any inadvertently discovered prehistoric or historic-period archaeological resources during construction, the developer shall	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		immediately cease all work within 50 feet of the discovery. The proponent shall immediately notify the City of Santa Monica Planning and Community Development Department and shall retain a Registered Professional Archaeologist (RPA) to evaluate the significance of the discovery prior to resuming any activities that could impact the site. If the archaeologist determines that the find may qualify for listing in the California Register of Historic Resources (CRHR), the site shall be avoided or a data recovery plan shall be developed pursuant to MM CR-2a. Any required testing or data recovery shall be directed by a RPA prior to construction being resumed in the affected area. Work shall not resume until authorization is received from the City. **MM ARCHAEO-1:** Prior to issuance of demolition permit, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. Full-time monitoring shall be conducted in Areas 1, 2 and 3 as denoted in Figure 9 - Archaeologically Sensitive Areas of the Archaeological Resources Assessment Report. Full-time monitoring in those areas can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist, based on field observations. If the Qualified Archaeologist, based on field observations, determines that other areas beyond Area 1, 2, and 3 warrant monitoring, then monitoring in those areas shall be required. Prior to commencement of excavation activities, an Archaeological and Cultural Resources Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. **MM ARCHAEO-2:** Prior to issuance of demolition permit, the Applicant shall retain a Native American tribal monitor from the Gabrieleno Tribe. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified on the most recent contact list provided by the Native American Heritage Commission. The Native American Monitor shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall take into account the rate of	

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Gabrielino Tribe. **MM ARCHAEO-3:** If human remains are encountered unexpectedly during implementation of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to 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 (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.	

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement ARCHAEO-2: The Project Site has been previously disturbed by the original construction of the former and existing uses, however, although unlikely, Project grading and excavation may encounter and disturb human remains, including those interred outside of dedicated cemeteries. Impacts to human remains resources are considered potentially significant, however, with implementation of a prescribed mitigation measure, impacts would be reduced to a less than significant level.		MM ARCHAEO-3 (see above).	Less than significant
Energy			
Impact Statement ENERGY-1: The Project would include sustainable design features that would improve energy efficiency beyond the standard regulatory requirements. Furthermore, the Project's land use characteristics (such as proximity to transit and a variety of uses) and location would minimize vehicle trips and VMT. As the Project would achieve greater than required energy efficiency, it would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.		No mitigation measures required	Less than significant
Impact Statement ENERGY-2: The Project would include a number of sustainable energy efficiency features to support the use of renewable energy and energy efficiency goals. The Project would support and not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Geology and Soils			
Impact Statement GEO-1: The Project would not be exposed to a significant risk from fault rupture as there are no known active faults on the Project Site and it is not proximate to a fault rupture zone. The Project Site is underlain by fine-grained, consolidated, older (Pleistocene) alluvium, and would not be subject to lateral spreading, dynamic settlement, or liquefaction. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City ~~Department~~ Division of Building and Safety, the Project would not expose people or structures to substantial adverse effects from strong seismic groundshaking or seismic-related ground failure (including liquefaction). In addition, construction and operation would not result in groundborne vibration or excessive soil saturation at the coastal bluff such that landslides would occur. Therefore, Project impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil because Project construction would be carried out in accordance with applicable stormwater management plans and the completed Project would consist of developed or landscaped surfaces and would comply with the City's Urban Runoff Pollution Ordinance. Therefore, impacts would be less than significant and no mitigation measures are required.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement GEO-3: The Project would not be located on an unstable geologic unit or soil that is unstable as a result of the Project. The Project Site is underlain by fine-grained, consolidated, older (Pleistocene) alluvium, and would not be subject to landslides, lateral spreading, subsidence, liquefaction, or collapse. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City ~~Department~~ Division of Building and Safety, the Project would not expose people or structures to substantial adverse effects from unstable soils. Lastly, construction and operation would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. Thus, impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement GEO-4: The Project Site is underlain by older (Pleistocene) firm, alluvial sediments and the Project Site is not known to have any significant soil expansion potential. Therefore, impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement GEO-5: Older alluvium deposits (which have been assigned high paleontological potential) are present within the Project Site. These sediments are well known for preserving significant fossils in the area. As a result, Project construction activities may directly or indirectly destroy unique paleontological resources or sites, and a potentially significant impact could occur.		**DCP MM CR-4a: Paleontological Monitoring.** Construction activities involving excavation or other soil disturbance to a depth greater than 6 feet within Downtown shall be required to retain a qualified Paleontological Monitor as defined by the Society for Vertebrate Paleontology (SVP) (2010) equipped with necessary tools and supplies to monitor all excavation, trenching, or other ground disturbance in excess of 6 feet deep. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected if necessary. The Paleontological Monitor will periodically assess monitoring results in consultation with the Principal Paleontologist. If no (or few) significant fossils have been exposed, the Principal Paleontologist may determine that full-time monitoring is no longer necessary, and periodic spot checks or no further monitoring may be recommended. The City shall review and approve all such recommendations prior to their adoption and implementation.	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		DCP MM CR-4b: Inadvertent Discovery of Fossils. If fossils are discovered during excavation, the Paleontological Monitor will make a preliminary taxonomic identification using comparative manuals. The Principal Paleontologist or his/her designated representative then will inspect the discovery, determine whether further action is required, and recommend measures for further evaluation, fossil collection, or protection of the resource in place, as appropriate. Any subsequent work will be completed as quickly as possible to avoid damage to the fossils and delays in construction schedules. If the fossils are determined to be significant under the California Environmental Quality Act (CEQA), but can be avoided and no further impacts will occur, the fossils and locality will be documented in the appropriate paleontological resource records and no further effort will be required. At a minimum, the paleontological staff will assign a unique field number to each specimen identified; photograph the specimen and its geographic and stratigraphic context along with a scale near the specimen and its field number clearly visible in close ups; record the location using a global positioning system (GPS) with accuracy greater than 1 foot horizontally and vertically (if such equipment is not available at the site, use horizontal measurements and bearing(s) to nearby permanent features or accurately surveyed benchmarks, and vertical measurements by sighting level to point(s) of known elevation); record the field number and associated specimen data (identification by taxon and element, etc.) and corresponding geologic and geographic site data (location, elevation, etc.) in the field notes and in a daily monitoring report; stabilize and prepare all fossils for identification, and identify to lowest taxonomic level possible by paleontologists, qualified and experienced in the identification of that group of fossils; record on the outside of the container or bag the specimen number and taxonomic identification, if known. Breathable fabric bags will be used in packaging to avoid black mold. Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossils specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to an accredited museum repository for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the Project proponent.	

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		At the conclusion of laboratory work and museum curation, a final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the Project. The report will include a summary of the field and laboratory methods, an overview of the Project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the designated museum repository.	
Greenhouse Gas Emissions			
Impact Statement GHG-1: The Project would generate direct and indirect GHG emissions from construction and operational activities and would support and not obstruct implementation of applicable GHG reduction plans, and other plans, policies and regulations adopted for the purpose of reducing GHG emissions including the City's LUCE, Sustainable City Plan, and Climate Action and Adaptation Plan; AB32 and SB 375; and the State Attorney General, OPR and Climate Action Team recommendations. Therefore, the Project's GHG emissions and associated impacts would be less than significant.	PDF AQ-1 and PDF AQ-2 (see above).	No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Hazards and Hazardous Materials			
Impact Statement HAZ-1: Buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs. These materials could present a hazard to the public if released into the environment. However, proper surveys for such materials would be conducted and if present be removed in accordance with applicable regulations such that impacts would be less than significant. No hazardous materials are known to be present on the Project Site, however the implementation of PDF HAZ-1: Soil Management Plan would assure that any unknown hazardous materials, should they be present, would be quickly identified and handled pursuant to regulatory measures for protection of public health, such that impacts would be less than significant. Limited quantities of hazardous materials would be used during Project operations and compliance with applicable regulations regarding the use and storage would result in less than significant impacts.	**PDF HAZ-1:** Soil Management Plan. Although there is no known soil contamination on the Project Site, the Applicant shall prepare a Soil Management Plan for each parcel that would establish procedures for recognizing hazardous materials [e.g., training of construction workers regarding tell-tale signs of contaminated soils (e.g., staining, leakage or odors) and location and removal logistics regarding the UST on the Hotel Parcel]. The SMP shall also include procedures for encounters with previously unknown or unidentified soil contamination that could present a threat to human health or the environment. Procedures shall be generally consistent with the provisions set forth in DCP MM HAZ-2d. As such, the SMP would address soil and material segregation, stockpile management, decontamination methods and procedures, truck loading, stormwater management, and transportation of affected soils. The SMP shall be submitted to the SMFD for review and approval prior to issuance of a grading permit.	**DCP MM HAZ-2a: Phase I Environmental Site Assessment.** Prior to demolition, project applicants in the Downtown shall prepare a Phase I ESA. Consistent with local, state and federal regulations, the Phase I ESA shall be subject to City review and address the following: a. **Asbestos-Containing Materials (ACM), Lead-Based Paints (LBP), polychlorinated biphenyls (PCBs), and Molds.** Prior to any the issuance of a demolition permit, the Applicant shall conduct a comprehensive survey of ACM, LBP, PCBs, and molds. If such hazardous materials are found to be present, the applicant shall follow all applicable local, state and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, PCBs, and molds to ensure public safety. **DCP MM HAZ-2c: Discovery of Contamination.** In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction at a development site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and determine the level of soil and/or groundwater contamination. If contamination is encountered, a Human Health Risk Management Plan shall be prepared and implemented that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development, and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., SMFD). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement HAZ-2: The Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would result in a less than significant impact.		No mitigation measures required	Less than significant
Hydrology and Water Quality			
Impact Statement HYDRO-1: During Project construction, the implementation of BMPs in accordance with the NDPES permit and Santa Monica Urban Runoff Pollution Plan would reduce the potential for pollutants (e.g., sediments, demolition materials, debris) to enter stormwater flows. During Project Operation, implementation of BMPs developed in accordance with the Santa Monica Urban Runoff Pollution Plan, or the payment of a fee, would ensure stormwater runoff leaving the Project Site does not significantly impact the water quality of receiving water bodies. Therefore, Project impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement HYDRO-2: No groundwater production wells are located in the Project vicinity. Although Project operation would reduce the amount of impervious surface area on the Project Site, it would be minor and would not increase groundwater infiltration to an extent that would impact the stability of the coastal bluff. Therefore, Project impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement HYDRO-3: During Project construction and operation, stormwater would continue to flow to the existing municipal stormwater drainage system and the 90” stormwater pipe in Wilshire Boulevard. Further, BMPs would be implemented during construction and operation to prevent an alteration of existing stormwater drainage patterns and reduce the potential for pollutants to enter stormwater flows. Therefore, Project impacts would be less than significant.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement HYDRO-4: During Project construction and operation, adherence to the NDPES General Construction Permit, the regional MS4 and SUSMP requirements and the Santa Monica Urban Runoff Pollution Plan would ensure that there are no conflicts or obstructions to the water quality control plan for the Los Angeles RWQCB (Basin Plan).		No mitigation measures required	Less than significant
Land Use and Planning			
Impact Statement LU-1: The Project would not physically divide an established community since the Project involves redevelopment of a hotel property with similar uses and the addition of residential uses. Accordingly, the Project would not change the overall pattern of development in the surrounding area and would not divide an established community. Rather, the Project would improve pedestrian corridors across the Hotel Parcel thus linking adjacent, surrounding neighborhoods that are currently isolated from one another. Therefore, no impact would occur.		No mitigation measures required	Less than significant
Impact Statement LU-2a: The Project would be consistent with applicable land use plans, policies, and regulations for the Project Site, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the LUCE, the Housing Element, the DCP, and the Zoning Ordinance. Therefore, impacts with regard to Plan consistency would be less than significant.		No mitigation measures required	Less than significant
Impact Statement LU-2b: The Project would be consistent with the goals and policies of the California Coastal Act and the Local Coastal Program LUP.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Neighborhood Effects			
Impact Statement NHE-1: The Project's operational aesthetics, air quality, land use, noise and vibration impacts would be less than significant. However, the Project would result in significant unavoidable traffic impacts at two intersections and along five street segments. Although the Project would implement the DCP, and locate uses within proximity to transit, traffic impacts would result in significant and unavoidable neighborhood effects.		MM TR-1 (see below).	Significant unavoidable (operational intersection and street segment LOS)
Noise and Vibration			
Impact Statement NOISE-1A: Noise levels during construction activities would potentially increase noise levels by more than 20 dBA in excess of normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event. A mitigation measure would be implemented to limit construction activities generating noise in excess of 20 dBA above normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event to between 10:00 A.M. and 3:00 P.M. on weekdays as allowed by the City's Noise Ordinance. With implementation of the mitigation measure, construction noise impacts would be reduced to less than significant.	**PDF NOISE-1: Construction BMPs.** The Applicant's construction contractor shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in and around the Project Site to reduce construction noise levels: • Project contractor(s) shall equip all construction equipment, fixed and mobile, mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards; • On-site construction equipment staging areas shall be located as far as feasible from noise and vibration sensitive uses.	**MM NOISE-1**: To avoid exceedance of the City's allowable noise increases between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (and/or during extended hours if approved by the City through an After Hours Permit in accordance with SMMC Section 4.12.110(e)), the following specified construction activities occurring during the above referenced time periods and within the following setback distances from the specified sensitive receptors shall implement construction noise reduction strategies as described below: Distances for Noise-Sensitive Receptor Locations R1 and R2: • Demolition or Overlapping Construction Activities: ~~prohibited~~ within 300 feet. • Grading/excavation: ~~prohibited~~ within 200 feet. • Building construction or paving: ~~prohibited~~ within 150 feet. Distances for Noise-Sensitive Receptor Location R3: • Overlapping Construction Activities: ~~prohibited~~ within 80 feet. • Grading/excavation or paving: ~~prohibited~~ within 65 feet. • Demolition, foundation/concrete pour, or building construction: ~~prohibited~~ within 50 feet. In order to stay below the noise thresholds established in SMMC Section 4.12.110, the~~The~~ construction contractor shall utilize one or a combination of the construction noise reduction strategies listed below if construction activities occur during the referenced time periods and within the specified setback distances: Noise Reduction Strategies:	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		a) Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction. b) Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices or other noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures or enclosures around stationary equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction. c) Construction activities shall be scheduled so as to minimize or avoid operating multiple noise-generating heavy-duty pieces of equipment, simultaneously at the perimeters of the Project Site along the northwestern and northern boundaries of the Hotel Parcel and along the northeastern boundary of the Second Street Parcel. d) The Project shall stage noise-generating construction equipment away from the noise-sensitive receptors to the north and east (R1 and R2) of the Hotel Parcel and to the east (R3) of the Second Street Parcel at a distance equal to or greater than specified above. <u>During the course of construction other noise reduction strategies may be implemented as alternatives or additions to Noise Reduction Strategies a) through d) so long as their effectiveness is documents consistent with the noise monitoring requirements described immediately below.</u> For Noise Reduction Strategies a) through d)<u> or other noise reduction strategies</u>, the effectiveness of these noise reduction strategies to achieve the City's noise-level	

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		performance standards shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction activities when the use of heavy equipment is prevalent so long as it can be demonstrated to the City's satisfaction that later construction activities would achieve the requisite noise reductions.	
Impact Statement NOISE-1B: Operation of the Project would increase noise levels at adjacent noise sensitive receptors due to mechanical equipment for the buildings, use of outdoor open space, and traffic. However, the noise increases would be substantially below the 5 dBA threshold. Therefore, the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of City standards during operations and impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement NOISE-2A: Construction activities from the Project could result in excessive vibration levels, potentially resulting in structural damage. With the implementation of MM NOISE-2, impacts due to potential structural damage would be reduced to less than significant. However, because consent of off-site property owners, who may not agree, would be required to implement the vibration mitigation for potential structural damage to the off-site structures, it is conservatively concluded that vibration impacts would be significant and unavoidable. With respect to human annoyance, construction activities adjacent to or near inhabited structures would not result in excessive vibration levels and impacts would be less than significant impact.	See PDF NOISE-1, above.	**MM NOISE-2:** To reduce the potential for construction-related vibration effects to structures, prior to the issuance of a building permit for the Project Site, the Applicant shall perform an inventory of the structural condition of The Huntley Hotel building at 1111 2nd Street, the Regency Moderne Medical Office building at 1137 2nd Street, and the on-site historic Palisades Building. Based on a survey of the building's structural condition, a vibration specialist will determine the appropriate Caltrans vibration structural damage potential criteria, and for each piece of equipment, assess a standoff distance from the building. The construction contractor(s) shall restrict the use of vibration-generating equipment, as listed in Table 4.14-16, within the minimum applicable standoff distances to not exceed the building's applicable structural damage criteria. If the vibration-generating construction equipment is required to be used within these minimum applicable distances, the construction contractor(s) shall implement one of the following measures for The Huntley Hotel building, the Regency Moderne Medical Office building, and the on-site historic Palisades Building: a. Restrict the use of large bulldozers and other similarly large vibration-generating equipment, so that the vibration-generating portion of the equipment (i.e., the motor, engine, power plant, or similar) remains at the minimum standoff distances unless it can be demonstrated to the satisfaction of the City based on in-situ measurements (prior to initiation of	Significant and unavoidable

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
		full-scale construction activities) that vibration levels can be kept below the applicable structural damage potential criteria, as determined by the vibration specialist, through any combination of revised setbacks, alternative equipment and methods, alternative sequencing of activities, or other vibration-reducing techniques. b. Install and maintain at least one continuously operational automated vibrational monitor on the side of the building facing the construction activity and capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to 0.05 in/sec PPV less than the appropriate Caltrans vibration structural damage potential criteria and a regulatory alarm level equivalent to the Caltrans vibration structural damage potential criteria. For off-site buildings, the contractor may also locate the vibration monitors on or near the Project Site if access to the off-site buildings is restricted, in which case the first-level and regulatory alarm shall be adjusted to an equivalent level accounting for the vibration attenuation rate based on the distance to the off-site building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity of the affected building shall be halted and the building visually inspected for damage. Results of the inspection must be logged. In the event damage occurs, such damage shall be repaired. For the off-site historic Regency Moderne Medical Office building and the on-site historic Palisades Building, such repairs shall be conducted in consultation with a qualified preservation consultant for the on-site historic Palisades Building and, if warranted, in a manner that meets the Secretary of the Interior's Standards.	
Impact Statement NOISE-2B: Operational activities would not result in excessive vibration levels to structures or human annoyance, therefore these impacts would be less than significant.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Fire Protection			
Impact Statement FIRE-1: The Project would add new residential, commercial, and hotel uses that would increase demand for fire protection services. With the incorporation of a high-rise pre-fire plan as required by DCP MM PS-1, the provision of fire protection services during construction and operation would not require new or physically altered fire service facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.		**DCP MM PS-1:** The City shall require applicants of development projects with buildings that are seven stories and higher in the Downtown to prepare a high-rise pre-fire plan. At a minimum, the pre-fire plan shall address the types and capabilities of fire protection systems, the layout of the building, locations of stairwells and elevators, and how evacuation will be handled. A copy of the plan shall be kept in the fire control room and a copy shall be filed with the SMFD fire marshal. The plan shall be revised every 5 years.	Less than significant
Police Protection			
Impact Statement POLICE-1: The Project would add new residential and commercial uses that would increase demand for police protection services. The increase in demand for services would be partially off-set through site security features and would not require new or physically altered police service facilities the construction of which could cause significant environmental impacts. Therefore, the impact of the Project would be less than significant.		**DCP MM PS-2:** The City shall require applicants of development projects over a specified square footage in the Downtown to prepare and implement a security plan for common or public spaces, including parking structures/lots, courtyards, other open areas, public or common area walkways stairways and elevators as a condition of their development agreement. The security plan will identify the locations of 911-capable phones in parking garages and other public area, will establish rules and regulations for public use of the courtyard areas, and establish private security patrols for the property. Private security patrols shall work in coordination with the Santa Monica Police Department. The plan shall be subject to review and approval by the SMPD.	Less than significant
Transportation			
Impact Statement TR-1: The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts regarding consistency with circulation plans/programs/ ordinances/policies would be less than significant.	**PDF TR-1 (TDM Plan):** The Applicant shall prepare an enhanced TDM Program that expands the current TDM Program that is based on the City's TDM ordinance and Downtown Community Plan to ensure that trip generation estimates in Table 4.17-7 of this EIR are not exceeded. The specific TDM strategies to be implemented shall be finalized as part of the Development Agreement process. The TDM Program shall include at a minimum the following TDM strategies: a TDM Coordinator; participation in the establishment of a Transportation Management Association, employer-subsidized transit passes; preferential parking and rideshare matching service for	No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
	carpools and vanpools; parking pricing (i.e., do not provide free onsite parking to hotel guests); unbundled parking; Guaranteed Ride Home; bicycle parking for all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes). Detailed description of these TDM Plan elements are provided in Appendix L. To ensure that the trip generation estimates in Table 4.17-7 of this EIR are not exceeded, a period of annual monitoring and reporting shall be undertaken for the Project. The Project Applicant shall summarize the results of the trip monitoring program, determine whether trip reduction goals and/or AVR targets are being achieved, and describe the TDM efforts in place to reduce vehicular trip making, in an annual report delivered to the City. The City, at its discretion, shall determine the type of enforcement and may require implementation of additional TDM strategies and possible monetary (or other) penalties if annual monitoring determines that the trip generation estimates are being exceeded and/or that AVR targets are not being met.		

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement TR-2: The Project Site is approximately 0.5 miles from the Expo LRT Downtown Santa Monica Station and is accessible via six bus lines within a 0.25-mile radius. Additionally, the Project would develop at a FAR greater than 0.75~~, would not exceed the DCP's parking maximum,~~ and is consistent with the SCS (as described in Section 4.12, Land Use and Planning, of this EIR). ~~Therefore, following OPR's 2019 CEQA Guidelines, new Section 15064.3, subdivision (b)(1), the Project would be presumed to have a less than significant transportation impact~~. ~~Nonetheless, a~~ A quantitative VMT analysis has been prepared ~~is provided~~ for informational purposes ~~only~~ following the guidance in OPR's Technical Advisory. Sine adoption of the VMT thresholds postdates the Project and release of the EIR, no determination of significance is made.	See PDF TR-1 above	No mitigation measures required	~~Less than significant~~ Not applicable
Impact Statement TR-2B: The Project would exceed the City's operational level of service thresholds at four intersections (Intersection Nos. 1, 3, 14, and 42) and five street segments (Segment Nos. 2, 8, 9, 10, and 11) during the weekday AM and/or PM peak hours and/or weekend midday peak hour under both the Approval Year (2020) and Future Year (2025) traffic analysis scenarios. The mitigation measure identified for Intersection No. 14 would reduce impacts to a less-than-significant level. While mitigation measures were identified for Intersection Nos. 1, 3, and 42, implementation was found to be infeasible. No feasible mitigation was identified for the five impacted street segments. Therefore, the impact at Intersection Nos. 1, 3, and 42 and the five impacted street segments would be significant and unavoidable.	See PDF TR-1 above	**MM TR-1:** The Project Applicant shall reconfigure the southbound approach at Intersection No. 14 (2nd Street & Wilshire Boulevard) to include one left-turn lane, one shared right/through lane, and bicycle lane that includes a shared lane conflict marking.	Significant and Unavoidable Impacts at three intersections (Nos. 1, 3, and 42) and five street segments (Nos. 2, 8, 9, 10, and 11)

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement TR-3: The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts related to hazards due to design features would be less than significant.		No mitigation measures required	Less than significant
Impact Statement TR-4: Adequate emergency access is currently available to the Project Site and would be maintained during Project operation. During construction emergency access could be impeded due to truck traffic, temporary lane closures or other construction activities. However, with implementation of PDF CE-1, impacts of Project construction on emergency access would be less than significant.	PDF CE-1 (see above)	No mitigation measures required	Less than significant
Tribal Cultural Resources			
Impact Statement TCR-1: The Project would not result in a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074, since no tribal cultural resources were identified as located within the Project Site or its immediate adjacency. No impacts to tribal cultural resources would occur.		~~No mitigation measures required~~ See Mitigation Measure MM ARCHAEO-2, above.	No impact
Wastewater			
Impact Statement WW-1: Due to replacement of aging plumbing fixtures, appliances, and use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements, the Project would result in a reduced water demand and therefore also a net decrease in wastewater flows requiring conveyance and treatment. Although the Project would require lateral connections to existing sewer lines, it would not require relocation, construction, or expansion of wastewater treatment facilities or existing sewer lines located off-site. Therefore, Project impacts would be less than significant.		No mitigation measures required	Less than significant

Environmental Impact	Project Design Features (PDFs)	Mitigation Measures (MMs)	Level of Significance After Mitigation
Impact Statement WW-2: The Project would result in a net decrease in wastewater flows compared to existing conditions and therefore would have a negligible effect on the treatment capacity of the HTP. Project impacts would be less than significant.		No mitigation measures required	Less than significant
Water Supply			
Impact Statement WATER-1: With the installation of water efficiency features, the Project would result in a net reduction in water usage as compared to existing conditions. Based on available flow calculations provided in the Capacity Study, existing water lines are adequate to provide water service to the Project Site. The Project would not require the relocation, construction, or expansion of water facilities. Therefore, Project impacts would be less than significant.		No mitigation measures required	Less than significant
Impact Statement WATER-2: The Project's water demand would decrease compared to existing conditions and therefore, would have a negligible effect on available water supplies to the City during normal, dry, and multiple dry years and no impact would occur.		No mitigation measures required	Less than significant

SOURCE: ESA 2020

CHAPTER 1
Introduction

This Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts of the proposed Miramar Hotel Project (Project). Ocean Avenue, LLC, the Project Applicant, proposes the redevelopment of the Miramar Hotel located at 1133 Ocean Avenue/101 Wilshire Boulevard on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street (the Hotel Parcel) and redevelopment of the surface parking lot located at 1127/1129 Second Street (the Second Street Parcel). Collectively, the Hotel Parcel and the Second Street Parcel are referred to herein as the Project Site, and the redevelopment on the Project Site (including on both parcels) is referred to as the Project. The Project Site is located within the City's Downtown District and within the boundaries of the California Coastal Zone.

1.1 Project Overview

As further described in Chapter 2.0, Project Description, of this EIR, the Hotel Parcel is approximately 192,063 square feet (4.4 acres) in size. Project components on the Hotel Parcel consist of (i) the rehabilitation and ongoing hotel use of the historic Palisades Building (a City-designated Landmark); (ii) the preservation and protection of the Moreton Bay Fig Tree (a City-designated Landmark) as a focal point of the Project; (iii) the relocation of the main entry drive from Wilshire Boulevard to Second Street; (iv) the removal of the existing surface parking lots; (v) the demolition of all non-landmarked buildings; (vi) the construction of two new buildings (referred to herein as the Ocean Building and the California Building); (vii) the expansion of public and guest open space areas on the ground level and in building terraces and rooftops; and (viii) the construction of a subterranean parking garage beneath the newly constructed buildings and open space.

The Second Street Parcel, which is located directly across Second Street from the Hotel Parcel, is approximately 15,000 square feet (0.3 acre) in size and is currently used as a surface parking lot by the hotel. The Second Street Parcel development would include a 100% affordable housing building with a minimum of 30 and a maximum of 48 deed-restricted affordable apartments.[1]

[1] The final number of affordable housing units that can be delivered by the Project is dependent on multiple variables, such as other community benefits and the final number and configuration of market rate residential units approved for the Hotel Parcel, all of which would be considered during the entitlement process and the development agreement required for the Hotel Parcel in the DCP. For purposes of considering the potential environmental impacts of building affordable housing on the Second Street Parcel, the Project is presumed to include the maximum number of units (48) that can be built in compliance with applicable development standards for this parcel (e.g., height, FAR, open space, set-backs, and appropriate massing with access to light and air), and the City's affordable housing policy priorities (e.g., including multi-bedroom family units).

1.2 Project Background

The Applicant submitted an initial Application for a Development Agreement to the City Planning Department on April 27, 2011. The Application for a Development Agreement outlined the Project as then proposed and kicked-off the City Float-Up process, which included two Planning Commission Hearings on February 8 and February 22, 2012, as well as a City Council Hearing on April 24, 2012. In addition to the City's Float-Up process, the Applicant and City held several public meetings to gain community feedback on the Project. Based on the input provided during the Float-Up and community outreach processes, the Applicant modified the Project design and submitted a revised Application for a Development Agreement on May 1, 2013.

The City began the environmental review process and pursuant to the provision of Section 15082 of the State *CEQA Guidelines,* the City circulated a Notice of Preparation ("NOP") to State, Regional, and local agencies, and members of the public for a 30-day period commencing May 1, 2013 and ending June 3, 2013. The City also conducted a scoping meeting on May 16, 2013 at 5:30 P.M. in the Santa Monica Main Library, at 601 Santa Monica Boulevard, Santa Monica, CA 90401. However, after the initiation of the environmental review process, the City began the process to prepare a Downtown Community Plan (DCP) in 2013. The Project was put on hold at the end of 2013 pending completion of the DCP. The EIR for the DCP was certified and the DCP adopted by the City Council in August 2017. The Final EIR for the DCP (State Clearinghouse Number 2013091056) is hereby incorporated by reference in accordance with CEQA Guidelines Section 15150. The EIR and the DCP are available for public review during normal business hours at City Hall at 1685 Main Street, Room 212, Santa Monica, CA 90401.

Information from the DCP Final EIR that is relevant is summarized in this EIR. For example, some of the descriptions of existing conditions for the larger downtown or regional area are applicable and are therefore, summarized as appropriate. In addition, as part of the certification of the EIR and approval of the DCP, the City Council adopted a Mitigation Monitoring and Reporting Program (MMRP) to ensure that all mitigation measures identified in the Final EIR will be implemented where applicable as development occurs in the DCP area. The adopted mitigation measures that are relevant to the Project and its potential impacts are identified in each section of Chapter 4 of this EIR. Where significant impacts are identified in this EIR, applicable mitigation measures from the DCP EIR are required for implementation, along with any Project specific mitigation measures.

In 2018, after adoption of the DCP, the Applicant revised the Project to be consistent with the standards of the DCP and submitted a revised design of the Project to the City. Subsequent to this, the City resumed the review process for the Project, as further discussed below under subsection 1.4, Public Review Process.

1.3 Purpose and Legal Authority

The Project requires the discretionary approval of the City of Santa Monica City Council. As such, the Project is subject to the requirements of CEQA. Per Section 15182 of the CEQA

Guidelines, a residential or mixed-use project, or a project with a floor area ratio of at least 0.75 on commercially-zoned property, including any required subdivision or zoning approvals, is exempt from CEQA if the project satisfies the following criteria:

(A) It is located within a transit priority area as defined in Public Resources Code section 21099(a)(7);

(B) It is consistent with a specific plan for which an environmental impact report was certified; and

(C) It is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board has accepted the determination that the sustainable communities strategy or the alternative planning strategy would achieve the applicable greenhouse gas emissions reduction targets.

The Project meets all of the above criteria. Specifically, the Project is located in a transit priority area, as it is within 0.5 mile of a major transit stop, including those stops provided by Santa Monica Big Blue Bus Route 2 and Los Angeles County MetroRapid Route 720, both of which travel the length of Wilshire Boulevard between the City of Santa Monica and downtown Los Angeles as well as the Exposition Light Rail Line Downtown Santa Monica station, which is located at the intersection of Colorado Avenue and 4th Street. Additionally, the Project is consistent with the Downtown Community Plan, for which an EIR was certified (State Clearinghouse No. 2013091056). Lastly, the Project is consistent with the general use designation, density, building intensity, and policies of SCAG's RTP/SCS (as discussed in Section 4.12, Land Use and Planning, of this EIR). Therefore, the Project is legally exempt from CEQA per Section 15182.

The DCP indicates that projects on ELS sites may be authorized up to an absolute height limit of 130 feet subject to four requirements, one of which is that additional environmental review to the extent not analyzed in the DCP Final EIR.[2] Nonetheless given public interest and to promote informed decision-making, the City has elected to prepare an EIR for the Project. In accordance with Section 15121 of the CEQA Guidelines, the purpose of the 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."*

The purpose of this EIR is to inform decision-makers and the general public of the potential environmental impacts resulting from the Project. The City is the Lead Agency under the California Environmental Quality Act ("CEQA") and is responsible for preparing this Draft EIR. This Draft EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), and the State *CEQA Guidelines* (California Code of Regulations, Title 14,

[2] City of Santa Monica, Downtown Community Plan, July 2017, p. 196. The other three requirements include: the project shall be processed through a Development Agreement; preparation of a shade/shadow analysis; and inclusion in the application submittal comprehensive responses to how the project meets each of the priorities described in the Downtown Districts Chapter.

Section 15000 et seq.) and the City of Santa Monica's procedures for implementing CEQA. The principal State *CEQA Guidelines* sections governing content of this document are Sections 15120 through 15132 (Contents of an EIR), and Section 15161 (Project EIR).

The City is responsible for processing and approving the Project pursuant to CEQA Statute Section 20167. The City will consider the information in the Project's Draft EIR, along with other information that may be presented during the CEQA process, including the Initial Study and a Final EIR. The EIR will be used in connection with all other permits and all other approvals necessary for the construction and operation of the Project. The EIR will be used by the City and other responsible public agencies that must approve activities undertaken with respect to the Project.

In accordance with Section 15121 of the State CEQA Guidelines, this EIR provides specific information regarding the environmental effects associated with the development of the Project, and ways to minimize any significant environmental effects through mitigation measures or reasonable alternatives to the Project. For some effects, significant environmental impacts cannot be mitigated to a level considered less than significant; in such cases, impacts are considered significant and unavoidable. In accordance with Section 15091 of the State CEQA Guidelines, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts where impacts cannot be mitigated to less than significant levels), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is known as a "statement of overriding considerations."

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the Project, as required under Section 15146 of the State CEQA Guidelines. The analyses consider the construction and operational activities associated with the Project, to determine the short-term and long-term environmental effects. This EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

1.4 Public Review Process

In compliance with the State *CEQA Guidelines*, the City has taken steps to provide opportunities for the public to participate in the environmental process. During the preparation of the Draft EIR, an effort was made to contact various State, regional, and local government agencies and other interested parties to solicit comments and inform the public of the Project.

1.4.1 Notice of Preparation

Although a NOP was distributed in 2013, in light of the passage of time and the revisions to the Project, the City issued a Recirculated NOP to State, Regional, and local agencies, and members of the public for a 30-day period commencing June 28, 2018 and ending July 30, 2018. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the Project, to present the environmental topics preliminarily identified by the City for

evaluation in the Draft EIR, and to solicit input regarding the scope and content of the information to be included in the Draft EIR. The Recirculated NOP included notification that a new public scoping meeting would be held to further inform public agencies and other interested parties of the Project and to solicit input regarding the Draft EIR. The City posted the NOP on the City Planning website along with information regarding the process for providing comments. The Recirculated NOP, Initial Study, and comments received during the scoping process are included in Appendix A of this EIR (as respectively Appendix A-1, A-2 and A-3).

1.4.2 Public Scoping Meeting

The City conducted the scoping meeting on July 19, 2019 at 6:00 P.M. in the Ken Edwards Center located at 1527 4th Street, Santa Monica, CA 90401. The meeting provided interested individuals, groups and public agencies the opportunity to provide oral and written comments to the lead agency regarding the scope and focus of the Draft EIR as described in the NOP. The meeting included a presentation by the City and their environmental consultant that included an overview of the Project, information regarding the CEQA EIR process and opportunities for public input, issues identified for analysis in the EIR, and solicitation of oral and written comments on environmental issues and alternatives the public would like to see evaluated in the EIR. In addition, attendees could visit various stations staffed by the City, the Applicant, and consultants, where informational presentation boards could be reviewed, questions asked, and comments provided regarding the Project and the environmental topics to be addressed in the Draft EIR.

1.4.3 Comments Received

Comments on the scope and content of the EIR were received orally and in writing at the scoping meeting and otherwise during the 30-day circulation period for the NOP. Two comment cards were received at the scoping meeting, and 44 written comment letters responding to the NOP were submitted to the City. A summary of oral comments from the scoping meeting, as well as comment letters received during the NOP circulation period are provided in Appendix A of this EIR and are summarized in the Executive Summary, in the subsection entitled Areas of Controversy and Issues to be Resolved.

1.5 Scope of the EIR

This EIR assesses the potential environmental impacts that could occur with implementation of the Project. Section 15064 of the CEQA Guidelines states that in evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

The scope of the EIR includes evaluation of potentially significant environmental issues raised in response to the NOP and during scoping discussions. As noted above, the NOP and comment letters received during the NOP comment period are included and discussed in Appendix A.

Based on the scoping process, the following environmental issue areas are addressed in detail in this EIR:

- Aesthetics (including shade/shadow)
- Air Quality
- Biological Resources
- Construction Effects
- Cultural Resources (Archaeology and Historic)
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Neighborhood Effects
- Noise and Vibration
- Public Services (Fire and Police)
- Transportation
- Tribal Cultural Resources
- Utilities (Wastewater and Water)

CEQA Guidelines Section 15128 requires a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Pursuant to CEQA Guidelines Section 15128 (Effects Not Found to Be Significant) environmental impacts related to agricultural and forestry resources, mineral resources, population and housing, schools, parks/recreation, other public facilities, air traffic patterns, and solid waste disposal were not considered significant and therefore, are not fully discussed in the EIR. (See Chapter 6, Other CEQA Considerations, and the Initial Study that is provided in Appendix A of this EIR). In addition, Chapter 6 addresses environmental topics required by CEQA that are not covered within the other chapters of this EIR, including: (1) significant unavoidable impacts, (2) irreversible environmental changes, (3) growth inducing impacts, and (4) potential secondary effects.

Consistent with CEQA Guidelines (Section 15126.6[d]), this EIR includes the assessment of a reasonable range of alternatives to the Projects that could feasibly attain most of the project objectives while avoiding or substantially lessening the environmental effects of the Projects. This analysis is included in Chapter 5, Alternatives.

1.6 Format of the Draft EIR

The Draft EIR includes an Executive Summary, eight Chapters, and appendices, which are organized as follows:

ES Executive Summary, provides an overview of the entire document in a concise, summarized format. It briefly describes the Project (location and key Project features), the CEQA review process and focus, identifies effects found to be significant and unavoidable, identifies areas of controversy, provides a summary of the Project alternatives (descriptions and conclusions regarding comparative impacts), and provides a summary of Project impacts, Project characteristics and mitigation measures, and the level of impact significance following implementation of mitigation measures.

Chapter 1, Introduction, describes the purpose and use of the EIR, provides a brief overview of the Project and the environmental review process, and outlines the organization of the EIR.

Chapter 2, Project Description, describes the location, objectives, and physical and operational characteristics of the Project.

Chapter 3, Environmental Setting, provides a generalized overview of the existing physical environmental setting in which the Project Site is located. This overview of the existing physical environment generally serves as the environmental baseline for the analysis of potential environmental impacts under CEQA. This section also includes a list of past, present, and probable future projects considered in the analysis of potential environmental impacts that may, in conjunction with the Project, contribute to cumulative impacts.

Chapter 4, Environmental Impact Analysis, contains the environmental setting, Project and cumulative impact analyses, mitigation measures, and conclusions regarding the level of significance after mitigation for each of the environmental topic areas indicated above.

Chapter 5, Alternatives, evaluates the environmental effects of six feasible project alternatives, including the No Project Alternative. This section also identifies the environmentally superior project.

Chapter 6, Other CEQA Considerations, includes a discussion of environmental topic areas required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, potential secondary effects caused by the implementation of the mitigation measures for the Project, and growth inducing impacts.

Chapter 7, References, identifies the documents (printed references) and individuals (personal communications) consulted in preparing this EIR.

Chapter 8, List of EIR Preparers and Organizations/Persons Contacted, lists the individuals involved in preparation of this EIR and persons, public agencies, and organizations that were consulted or who contributed to the preparation of this Draft EIR.

The environmental analyses in this EIR are supported by the following appendices:

- Appendix A: Recirculated Notice of Preparation, Initial Study, and Scoping Comments and Responses
  - A-1 Recirculated NOP
  - A-2 Initial Study
  - A-3 Scoping Comments and Responses
- Appendix B: Air Quality/Health Risk Technical Worksheets
- Appendix C: Biological Resources Data and Reports
  - C-1 Street Tree Survey and Memo
  - C-2 Moreton Bay Fig Tree Protection, Preservation, and Maintenance Program
  - C-3 Moreton Bay Fig Tree Shade/Shadow Study and Wind Study

- Appendix D: Historic Resources
  - D-1 Preservation Plan
  - D-2 Conformance Report
  - D-3 City Landmark Assessment and Evaluation Report
  - D-4 Historic Resources Assessment Report
- Appendix E: Archaeological Resources Assessment Report
- Appendix F: Energy Calculations
- Appendix G: Geology and Soils
  - G-1 Preliminary Geotechnical Evaluation
  - G-2 Paleontological Resources Technical Report
- Appendix H: Greenhouse Gas Technical Data
- Appendix I: Phase 1 Environmental Site Assessment
- Appendix J: Hydrology and Water Quality
- Appendix K: Noise Technical Worksheets
- Appendix L: Transportation Impact Analysis
- Appendix M: Tribal Cultural Resources
- Appendix N: Fire and Domestic Water and Sewer Capacity Study
- Appendix O: Pedestrian Wind Study

1.7 Public Review of the Draft EIR

The Draft EIR is subject to a 45-day review period in which the document is made available to responsible and trustee agencies and interested parties. In compliance with the provision of Sections 15085(a) and 15087(a)(1) of the State CEQA Guidelines, the City, serving as the Lead Agency: (1) published a Notice of Availability (NOA) of a Draft EIR which indicated that the Draft EIR was available for review at the City‘s Planning & Community Development Department (1685 Main Street, Room 212, Santa Monica, CA 90401); (2) provided copies of the NOA and EIR to the Santa Monica Main Library; (3) posted the NOA and the Draft EIR on the City’s website (http:// www.smgov.net); (4) prepared and transmitted a Notice of Completion (NOC) to the State Clearinghouse; (5) sent a NOA to all property owners and occupants within 1,000 feet of the Project as well as neighborhood groups; and (6) sent a NOA to NOP commenters as well as the last known name and address of all organizations and individuals who previously requested such notice in writing or attended public meetings about the Project. Proof of publication is available at the City. A minimum 60-day public review period will be provided for all interested persons to submit comments on the adequacy of the Draft EIR, exceeding the minimum 45-day public review period required by CEQA. The public comment period begins on February 24, 2020, and will end on April 24, 2020. The Draft EIR is available for review online at the City’s Planning and Community Development Department website at: https://www.smgov.net/Departments/PCD/Environmental-

Reports/Miramar-Hotel-Project-EIR/. Hardcopies of the Draft EIR are available for review at City Hall, as well as the Santa Monica Main Library.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing or send them via email to the following address prior to the end of the public review period:

Mail: Rachel Kwok, Environmental Planner
Planning & Community Development Department
1685 Main Street, Room 212
Santa Monica, CA 90401

Fax: (310) 458-8341
Email: Rachel.Kwok@smgov.net

Upon the close of the Draft EIR public review period, the City will evaluate and prepare responses to all written comments received during the public review period. A Final EIR will then be prepared. The Final EIR will consist of the Draft EIR, any necessary revisions to the Draft EIR, written comments received during the public circulation period for the Draft EIR, and City responses to those comments.

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CHAPTER 2
Project Description

2.1 Introduction

MSD Capital, L.P., through its affiliate Ocean Avenue, LLC (the "Applicant"), proposes to redevelop the Miramar Hotel in the City of Santa Monica (as the same exists today with 301 rooms and related facilities further described herein, the "Existing Hotel"). The proposed project (the "Project") would be located at 1133 Ocean Avenue/101 Wilshire Boulevard on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street (the "Hotel Parcel"). The Hotel Parcel is approximately 192,063 square feet (4.4 acres) in size. Project components on the Hotel Parcel consist of (i) the rehabilitation and ongoing hotel use of the historic Palisades Building (a City-designated Landmark); (ii) the preservation and protection of the Moreton Bay Fig Tree (a City-designated Landmark) as a focal point of the Project; (iii) the relocation of the main entry drive from Wilshire Boulevard to Second Street; (iv) the removal of the existing surface parking lots; (v) the demolition of all non-landmarked buildings; (vi) the construction of two new buildings (referred to herein as the Ocean Building and the California Building); (vii) the expansion of public and guest open space areas on the ground level and in building terraces and rooftops; and (viii) the construction of a subterranean parking garage beneath the newly constructed buildings and open space.

In addition, the Project includes the development of the parcel located at 1127/1129 Second Street (the "Second Street Parcel"). The Second Street Parcel, which is located directly across Second Street from the Hotel Parcel, is approximately 15,000 square feet (0.3 acre) in size and is currently used as a surface parking lot by the hotel. The Second Street Parcel development would include a 100% affordable housing component with a minimum of 30 and a maximum of 48 deed-restricted affordable apartments.[1]

Collectively, the Hotel Parcel and the Second Street Parcel are referred to herein as the "Project Site," and the redevelopment on the Project Site (including on both parcels) is referred to as the Project. The Project as described in this chapter presents the maximum development envelope to

[1] The final number of affordable housing units that can be delivered by the Project is dependent on multiple variables, such as other community benefits and the final number and configuration of market rate residential units approved for the Hotel Parcel, all of which would be considered during the entitlement process and the development agreement required for the Hotel Parcel in the DCP. For purposes of considering the potential environmental impacts of building affordable housing on the Second Street Parcel, the Project is presumed to include the maximum number of units (48) that can be built in compliance with applicable development standards for this parcel (e.g., height, FAR, open space, set-backs, and appropriate massing with access to light and air), and the City's affordable housing policy priorities (e.g., including multi-bedroom family units).

be studied in this EIR. Actual development may be less than analyzed, due to Development Agreement negotiations between the Applicant and the City, as well as market conditions.

2.2 Project Location and Surrounding Uses

The Project Site is located in the City of Santa Monica, in the western portion of Los Angeles County. As discussed above, the Hotel Parcel is located at 1133 Ocean Avenue/101 Wilshire Boulevard (Assessor's Parcel Number [APN] 4292028001) and is bordered by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street. The Second Street Parcel is located at 1127/1129 Second Street (APN 4292021010 and APN 4292021009) and is bordered by Second Street to the west. **Figure 2-1**, *Project Site and Regional Location Map*, shows the location of the Project Site in its regional context.

The Project Site has regional access via nearby arterials and freeways. The Pacific Coast Highway ("PCH") is located at the foot of the Palisades bluff at the west edge of Ocean Avenue, just to the west of the Hotel Parcel. The California Incline (at California Avenue) provides direct access to PCH, and PCH in turn, provides access to the Santa Monica Freeway ("I-10"), which is located approximately 0.75 miles southeast of the California Incline, and the Pacific Palisades community to the north. The Hotel Parcel is located on Wilshire Boulevard, a major east-west arterial with an interchange at the San Diego Freeway ("I-405"), approximately four miles to the east of the Hotel Parcel. Wilshire Boulevard also intersects 4th Street, 5th Street and Lincoln Boulevard, which provide direct access to the I-10 approximately 0.75 miles southeast of the Hotel Parcel.

The Project Site is located within the City's Downtown District and within the boundaries of the California Coastal Zone. The Downtown District[2] of the City of Santa Monica is an urban area with a broad mix of commercial (e.g., retail, office, hotel, restaurant, entertainment) and multi-family residential uses. The Downtown District is one of the most intensely developed areas in the City and features a number of high-rise buildings, including along the Ocean Avenue corridor. Nearby regional and location destinations include Palisades Park, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center. In addition to commercial uses, the Downtown District provides a substantial number of new housing units, most located in mixed-use buildings. Properties north of the Hotel Parcel across California Avenue are not in the Downtown District and are zoned for Medium Density Housing.

[2] The "Downtown District" is defined in the 2010 update of the Land Use and Circulation Element (the "LUCE") of the Santa Monica General Plan.

SOURCE: OpenStreetMap, 2018.

Miramar Hotel Project

Figure 2-1
Project Site and Regional Location Map

ESA

Land uses immediately east of the Hotel Parcel, across Second Street, include the seventeen-story (approximately 160 foot) Huntley Hotel at 1111 Second Street, the Second Street Parcel, a two-story (approximately 25 foot) office building at 1137 Second Street, a three-story mixed-use retail and office building at 201 Wilshire Boulevard, and a nine-story (approximately 125 foot) office building at 233 Wilshire Boulevard. Land uses immediately south of the Hotel Parcel, across Wilshire Boulevard, include a twenty-one-story (approximately 300 foot) office building at 100 Wilshire Boulevard and a seventeen-story (approximately 155 foot) residential building at 1221 Ocean Avenue. Land uses immediately north of the Hotel Parcel, across California Avenue, include a fourteen-story (approximately 150 foot) residential condominium building at 101 California Avenue and a three-story apartment building at 123 California Avenue. Palisades Park, which follows the top of the bluff along Ocean Avenue, is located immediately west of the Hotel Parcel across Ocean Avenue. Santa Monica Beach State Park, which includes the Santa Monica Pier and Marvin Braude Bike Trail, is located approximately 0.5 mile west of the Project Site, at the bottom of the bluff and across Ocean Avenue.

The Second Street Parcel is located between the seventeen-story (approximately 160 foot) Huntley Hotel and the two-story (approximately 25 foot) office building at 1137 Second Street. Second Court is located to the east and the Hotel Parcel is located to the west of the Second Street Parcel. To the east of the Second Street Parcel across Second Court is a six-story residential condominium building at 1118 Third Street. **Figure 2-2**, Aerial of the *Project Site and Surrounding Development*, illustrates the existing on-site buildings and development in the immediate vicinity.

Several transit routes are also located in the vicinity, including transit service provided by Santa Monica Big Blue and Metro. Some of the Santa Monica Big Blue Bus lines include the Rapid 7 Route, which stops at the intersection of Santa Monica Boulevard and 4th Street and provides service along Pico Boulevard to the Wilshire/Western Station, and the Santa Monica Big Blue Bus Wilshire Boulevard Route 2, which stops at the intersection of Wilshire Boulevard and 4th Street and provides service to UCLA and the Hilgard Terminal in Westwood. In addition, the Metro Local 20 bus route stops at the intersection of Wilshire Boulevard and 4th Street and provides regional service along Wilshire Boulevard to Downtown Los Angeles. Further, the Metro Rapid 7 route is located approximately two blocks to the southeast of the Project Site. The Metro Rapid 720 bus route serves all of downtown Santa Monica and provides access to East Los Angeles. Additionally, the Exposition Light Rail line ("Expo LRT") and its Downtown Santa Monica station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area pursuant to CEQA.

SOURCE: OpenStreetMap, 2018.

Miramar Hotel Project

Figure 2-2
Aerial of the Project Site and Surrounding Development

ESA

2.3 Project Site Background and Existing Conditions

2.3.1 Background and History

The Hotel Parcel has enjoyed a long and storied history under multiple owners and has evolved over time in a series of disparate phases. Originally developed as the private estate of one of Santa Monica's founders, John P. Jones and his wife Georgina, it featured a Queen Anne-style mansion built in 1888 (the "Miramar Residence") surrounded by lush landscaping, including the existing Moreton Bay Fig Tree, planted in 1889. After the property was twice sold, a new owner demolished the Miramar Residence and constructed the existing six-story Palisades Building in 1924, which originally functioned as an apartment hotel. Over the ensuing years, eight one-story bungalows (built 1938), an Administration Building (built 1939), and two additional one-story bungalows (built 1946) were added to support continuing hotel use. A roof-top sign on the Palisades Building was added about 1940. In addition, the grounds were updated and amenities such as on-site restaurants and in-house services were added, including a poolside restaurant in 1951. The existing ten-story Ocean Tower was commissioned in 1959. Also, renovations were completed to the existing Administration Building in 1959 and included a two-story addition for banquet rooms and ballrooms. Specifically, the Wedgewood Room and Satellite Ballroom (Starlight Ballroom) were constructed off the southeast side of the Administration Building, in the location of a former surface parking lot. In 1967, the lobby area in the Ocean Tower was remodeled into a coffee shop and a new porch with concrete stairs was added. Since then, the interiors of the Ocean Tower have been remodeled several times and the exteriors have also been updated. Elevator towers were added to both the Palisades Building and Ocean Tower in 1989. In 1991, the northern bungalows were remodeled with second story additions.

The Moreton Bay Fig Tree became a City-designated Landmark in 1976. The Applicant purchased the existing Fairmont Miramar Hotel in September 2006. In March 2012, the Applicant filed a Landmark application to augment the prior 1976 Landmark designation of the Hotel Parcel's Moreton Bay Fig Tree.[3] The Landmarks Commission held public hearings on the proposed amendment application (12LM-002) and on January 14, 2013 designated the Palisades Building as a City Landmark and the Hotel Parcel as a Landmark Parcel. In addition, the Landmarks Commission issued a Statement of Official Action documenting the following: (i) the Moreton Bay Fig Tree remains a City Landmark; (ii) the Palisades Building is a City Landmark under Landmarks Ordinance Criteria 1 and 4; (iii) the Hotel Parcel was described as a Landmark Parcel for its long-standing association with tourism and leisure, as well as with historic persons including one of Santa Monica's founding fathers; (iv) the other existing buildings on the Landmark Parcel were expressly excluded from the Landmark designation given their significant past alterations; and (v) no individual elements of the Hotel Parcel's landscape (other than the

[3] In the City, a landmark is defined as an improvement appropriate for historic preservation by the City Landmarks Commission or the City Council and a landmark parcel is defined as any portion of real property, the location and boundaries as defined and described by the Landmarks Commission, upon which a landmark is situated, which is determined by the Landmarks Commission as requiring control and regulation to preserve, maintain, protect or safeguard the landmark.

Moreton Bay Fig Tree) are historically significant, however the verdant landscape character was identified as significant under Criterion 6.

In 2011 the Applicant submitted an initial plan to redevelop the Hotel Parcel at 135 feet and a 2.9 FAR with 556,063 sf. That plan went through a Planning Commission and City Council float-up process that provided feedback to the Applicant on the proposed 2011 plan. In 2013, following direction from the City Council float-up process, the Applicant submitted a revised plan to the City to redevelop the Hotel Parcel. That 2013 plan differed from the currently proposed Project in several respects, most notably by including a new 262- foot tower (vs. the proposed Project's 130 feet), 120 new market rate units at 249,000 sf (vs. the proposed Project's 60 at 170,000 sf), a maximum of 40 new affordable housing units (vs. the proposed Project's maximum of 48), 280 hotel rooms (vs. the proposed Project's 312 hotel rooms), and an FAR of 2.8 and 536,340 sf (vs. the proposed Project's FAR of 2.6 and 502,157 sf). The 2013 project environmental and entitlement processing was put on hold pending completion of the DCP, which was approved in 2017. The proposed Project was then designed to replace the 2013 plan and to comply with the City's approved DCP and LUCE.

2.3.2 Existing Project Site Conditions

Hotel Parcel

Existing development on the Hotel Parcel consists of 301 hotel rooms[4] and related uses within approximately 262,284 square feet of floor area. The Existing Hotel buildings consist of the six-story Palisades Building at approximately 78 feet in height, the ten-story Ocean Tower at approximately 105 feet in height (135 feet to the top of the elevator tower), the two-story Administration Building at approximately 28 feet in height, the one-story Bungalow Building (defined below) at approximately 14 feet in height, and several one-and two-story bungalow hotel rooms (approximately 15 feet in height for the one-story buildings and approximately 30 feet in height for the two-story buildings).

The spatial arrangement of the existing on-site buildings, as well as the on-site parking lots and driveways, is depicted in Figure 2-2. As shown therein, the L-shaped Palisades Building is located at the corner of Second Street and California Avenue. The Ocean Tower is located perpendicular to Ocean Avenue in approximately the middle of the Hotel Parcel, with the 135-foot elevator tower attached to the northeast side of the building. The Administration Building is located along Second Street. The Bungalow Building is located parallel to Ocean Avenue southeast of the Ocean Tower. There are one- and two-story bungalows located both (i) on the northern portion of the Hotel Parcel adjacent to California Avenue between Ocean Avenue and the Palisades Building and (ii) on the western portion of the Hotel Parcel adjacent to Ocean Avenue between the Ocean Tower and California Avenue. The Hotel Parcel also contains the City-designated Landmark Moreton Bay Fig Tree and two surface parking lots adjacent to Wilshire Boulevard. The Moreton Bay Fig Tree is located at the lobby entrance to the hotel,

[4] While the existing hotel has 301 guest rooms, due to a shortage of administrative office space, four rooms have been used for administrative offices for several years, leaving 297 guest rooms currently available to guests.

southeast of the existing Ocean Tower. The Moreton Bay Fig Tree is currently encircled by the Existing Hotel's primary entrance driveway.

Open space comprises approximately 35% of the Hotel Parcel. The existing open space is almost all focused internally and/or cutoff from the adjacent sidewalks through perimeter walls and landscaping.

Vehicular access to the Hotel Parcel is currently provided from entrances on Wilshire Boulevard and Ocean Avenue. On Wilshire Boulevard, there are two curb cuts separated by a decorative metal fence/sign and a landscaped median. Vehicles enter the Project Site via the east curb cut, follow the circular driveway around the Moreton Bay Fig Tree, and return to Wilshire Boulevard via the west curb cut. The Wilshire Boulevard driveway is used during normal hotel operations. The hotel's valet parking operation moves to the Ocean Avenue entrance (a semi-circular driveway located in front of the Ocean Tower with ingress via the south curb cut and egress via the north curb cut) when the Wilshire Boulevard entrance is otherwise unavailable. This is the case when outdoor special events are held under the Moreton Bay Fig Tree approximately 50-70 times a year. The Ocean Avenue entrance is not staffed with valets during normal hotel operations (when the Wilshire Boulevard driveway is open).

There are 103 existing surface parking spaces on the Hotel Parcel located in two surface parking lots. The Second Street Parcel provides 64 additional surface parking spaces that are utilized by the hotel's valet parking operation and some manager parking. In addition, the existing hotel has a covenant that "runs with the land" to utilize 60 spaces in the privately owned parking garage located at 120 Wilshire Boulevard through 2053; this covenant remains in effect even if this building is sold, refinanced or redeveloped through 2053. This parking covenant provides for parking after 7:00 P.M. during weekdays and during all hours on weekends and holidays. The 60 spaces at 120 Wilshire Boulevard are utilized only by hotel valet parking operations when guest and visitor parking demand exceeds available supply at the Hotel Parcel and Second Street Parcel. Under existing conditions, nearly all employees and visitors who do not utilize the valet or the existing on-site parking park in on-street spaces in the surrounding neighborhood or within public parking garages. The 103 parking spaces on the Hotel Parcel fill-up regularly, and hotel valets must leave the Hotel Parcel at the Wilshire Boulevard exit in order to find parking at the Second Street Parcel or the 120 Wilshire Boulevard garage.

In addition to the Moreton Bay Fig Tree (*Ficus macrophylla*), the Hotel Parcel contains existing landscaping, including mature ornamental trees. The street trees adjacent to the Hotel Parcel include Canary Island palm trees along Ocean Avenue and California and ficus, Canary Island palm (*Phoenix canariensis*) and Mexican fan palm trees (*Washingtonia robusta*) along Second Street.

The Existing Hotel also offers several guest amenity spaces including a three-meal restaurant, lobby lounge, retail shops, spa and exercise facilities, meeting spaces and a stand-alone lounge bar (currently called "The Bungalow") surrounded by landscaped grounds and outdoor patios on the Ocean Avenue portion of the Hotel Parcel. The Hotel Parcel is generally enclosed by a combination of hedges, fences and buildings which generally limits visits from casual pedestrians

and visitors and blocks views into and out of the Project Site. However, pedestrian access to the spa and restaurant in the Ocean Tower is available on 2nd Street and on Ocean Avenue. The primary pedestrian entrance to the Palisades Wing for hotel guests is from the garden within the Hotel Parcel. There is also a pedestrian exit from the Palisades Building to California Avenue.

Second Street Parcel

The Second Street Parcel is currently improved with a 64-space paved surface parking lot used for hotel valet guest and employee parking.

2.4 Planning and Zoning

2.4.1 Land Use and Circulation Element

The Hotel Parcel and Second Street Parcel are located in the Downtown District in the City General Plan's Land Use and Circulation Element (LUCE). The Downtown District designation allows for a broad mix of uses, including retail, restaurant, hotel, entertainment, office, and residential.

The LUCE recognizes that the Downtown District has the City's greatest concentration of commercial and tourist activity in the daytime and nighttime. Moreover, the Hotel Parcel is specifically called out in the LUCE as one of seven sites in the Downtown District to focus new investment given its accessibility to transit and ability to accommodate mixed-use development, contribute to the pedestrian-oriented environment, and support substantial community benefits. See LUCE Policy D1.5.

The LUCE did not establish maximum building height limits, target floor area ratios ("FAR"), or other specific development standards (e.g., setbacks and step backs) for new buildings within the Downtown District designation; instead, the LUCE deferred such standards to a future Downtown specific plan.

2.4.2 Downtown Community Plan

The Downtown Community Plan ("DCP") was adopted as the Downtown specific plan by the City Council in August of 2017. The DCP, along with related Zoning Ordinance amendments, implements the LUCE vision for the Downtown, including the Project Site. The DCP includes detailed actions to guide new public and private development within the Downtown District, including urban form, circulation, open space, arts and culture, economic sustainability, housing, and historic preservation.

The Hotel Parcel is located in the DCP's Ocean Avenue Transition subarea and in the Established Large Sites ("ELS") Overlay. The ELS Overlay is provided for three sites in the Downtown that the DCP concluded have the potential to accommodate significant new development and provide significant community benefits. The ELS Overlay designation allows any project on the Hotel Parcel to request approval for development up to 130 feet in height and a 3.0 FAR subject to the

project entitlement approval being processed through a development agreement, as well as compliance with other specified requirements.[5] Table 2A.4 of the DCP lists three "preferred" community benefits for a project on the Hotel Parcel: affordable housing, public open space, and historic preservation which are all included as part of the proposed Project.

The Second Street Parcel is located in the DCP's Wilshire Transition subarea where the standards for 100% Affordable Housing Projects are 2.75 FAR and 60 feet in height. Both housing and affordable housing are incentivized through additional development capacity compared with non-residential uses in the Wilshire Transition subarea.

The Project is intended by the Applicant to comply with the direction in the LUCE and the DCP. The Hotel Parcel component would increase hotel, ground-floor visitor serving, and housing uses while limiting maximum height to the DCP-prescribed 130 feet (which is also consistent with the highest point of the existing Ocean Avenue Tower structure at 135 feet); result in a 2.6 FAR, which is less development than the DCP maximum of 3.0 FAR; and preserve and feature the Hotel Parcel's two historic landmarks with the adaptive reuse of the Palisades Building for hotel uses, and the preservation and protection of the Moreton Bay Fig Tree. The Hotel Parcel also includes new onsite parking to avoid and minimize neighborhood parking impacts as well as reduce vehicular use (and associated air and noise impacts) from localized hotel valet parking circulation. The Second Street Parcel provides for a maximum of 48 new affordable housing units, as well as onsite subterranean parking.

The DCP expressly requires preparation of an Environmental Impact Report ("EIR") for new development proposed on the Hotel Parcel. Since the Project includes development on both the Hotel Parcel and Second Street Parcels, this EIR covers the whole of the Project.

2.4.3 Local Coastal Program

The Project Site is located within the California Coastal Zone. Therefore, the Project would be subject to the provisions of the California Coastal Act of 1976 (Public Resources Code Sections 30000 *et seq.*) (the "Coastal Act") and oversight by the California Coastal Commission (the "Coastal Commission").

The City is currently in the process of adopting a Local Coastal Program to reflect the combined policies, goals and objectives set forth in the City's LUCE, Zoning Ordinance and DCP (all of which were adopted after the City's existing Land Use Plan of its Local Coastal Program was partially certified in 1992). The City Council adopted a new Land Use Plan in October 2018 ("Final Draft 2018 LUP"). The Final Draft 2018 LUP has not been certified by the Coastal Commission at the time of this writing. As such, the Project has filed an application for an amendment to the City's 1992 Partially-Certified Land Use Plan to ensure consistency between the Project and the 1992 Partially-Certified LUP. Such application would be withdrawn if deemed unnecessary.

[5] Downtown Community Plan, (p. 30).

2.5 Statement of Project Objectives

Section 15124(b) of the State CEQA Guidelines requires a project description to contain a statement of a project's objectives and the underlying purpose of the project. The underlying purpose of the Project is to redevelop the Hotel Parcel so as to modernize the facility and improve visitor serving uses while preserving the historic resources on the Hotel Parcel as well as to contribute to the City's affordable housing stock through the development of the Second Street Parcel. Below is a statement of the objectives sought by the Project Applicant:

1. Implement the LUCE, DCP and LUP for the Project Site. Abide by and fulfill the LUCE, DCP and Coastal Act vision, goals and policies for the Project Site, including with respect to the Project's size and scale, historic preservation, visitor-serving and housing uses, open space (including publicly-accessible open space), reduction of mid-block driveways on major thoroughfares, pedestrian access and orientation, employment, sustainability and community benefits.
2. Improve Visitor Serving Uses. Expand visitor services on the Hotel Parcel by preserving and enhancing hotel uses, expanding restaurant and retail uses to serve more visitors, modernizing banquet and meeting facilities for hotel guests and community organizations, improving and expanding publicly-accessible open space, including removing existing walls that prevent the public from enjoying the Hotel Parcel, enhancing the pedestrian experience, redesigning vehicle access routes to reduce congestion at key City intersections, improve circulation and reduce vehicle miles travelled on adjacent roads, and expanding onsite parking to address current parking deficiencies.
3. Iconic Architecture. Enhance the built environment by providing a unique, world-class architectural design.
4. Maintain and Enhance the Character of Downtown Santa Monica. Redevelop the Project Site to embrace the pedestrian nature of Downtown Santa Monica and invite the public into the Hotel Parcel by removing walls/barriers that surround the site while also opening up views to the Moreton Bay Fig Tree from Palisades Park, Wilshire Boulevard, Ocean Avenue, and Second Street and providing: publically-accessible open space and food and beverage uses at the corner of Wilshire Boulevard and Ocean Avenue; pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel; ground level retail uses at Wilshire and Second.
5. Create Market Rate and Affordable Housing in a Transit Priority Area Consistent with the DCP Building Height and Floor Area Ratio Density Standards. Provide a combination of deed-restricted affordable rental housing and market-rate ownership housing consistent with the City's LUCE and DCP policies to assist the City in meeting its fair share of the regional need for additional housing as determined by the Southern California Association of Governments ("SCAG") and as called for in the City's Housing Element, Section 630 of the Santa Monica City Charter (Proposition "R").
6. Historic Preservation. Preserve and/or enhance the historic features of the Project Site including its use as a resort hotel, the City-designated Landmark Moreton Bay Fig Tree, the City-designated Landmark Palisades Building, and City-designated Landmark parcel's unique single-block configuration consistent with the LUCE, DCP and Historic Preservation Element's various historic preservation policies. This includes rehabilitation of the Palisades Building, refurbishment of the associated landscaping, opening up public views to the Palisades Building and the Moreton Bay Fig Tree, reconnecting the Project Site to Palisades

Park, and prolonging the health and lifespan of the historic Moreton Bay Fig Tree by eliminating vehicular traffic around the tree.

7. Environmental Sustainability. Preserve and enhance the Project Site's existing historic features while also establishing new energy and water-efficient facilities with a minimum goal to achieve LEED v3 Gold certification and commercially reasonable pursuit of LEED v3 Platinum certification and also satisfy the City's policy objectives of reducing water and power consumption.

8. Employment. Preserve and expand employment opportunities at the Miramar through the continued operation of the Hotel Parcel as a full-service, union hotel with augmented supportive retail and restaurant enterprises and personal services.

9. Economic and Fiscal Benefits. Contribute to the economic health and well-being of Santa Monica by substantially increasing City tax revenues generated by the Miramar Hotel and visitor operations and enhance property taxes from new market rate housing units on the Hotel Parcel, and by generating new visitor and resident spending at local businesses including dining, shopping and entertainment venues.

10. Community Benefits. Provide substantial community benefits as envisioned in the LUCE and DCP, including historic preservation, affordable housing and open space as targeted community benefits for the Project Site.

11. Economic Viability. Ensure that the terms and conditions of the Miramar project approvals – including with respect to the preservation of the Miramar's existing historic features, provision of the 100% affordable housing component on the Second Street Parcel, provision of publicly-accessible open space and the provision of additional community benefits – are economically feasible through the redevelopment of the Existing Hotel and the additional residential component.

2.6 Description of the Proposed Project

2.6.1 Hotel Parcel

On the Hotel Parcel, the Project would include preservation of the two existing City-designated Landmarks (the Palisades Building and the Moreton Bay Fig Tree), construction of two new buildings (the Ocean Building and the California Building), new open space and subterranean parking. Except for the Palisades Building, all existing structures and surface parking as well as the walls surrounding the Hotel Parcel would be demolished as part of the Project. The proposed site plan on the Hotel Parcel is illustrated in **Figure 2-3**, *Hotel Parcel Site Plan*.

Proposed uses on the Hotel Parcel would include hotel (including meeting/banquet space, spa/fitness, and food and beverage space), residential condominiums, and ground floor pedestrian-oriented retail uses at the corner of Wilshire Boulevard and Second Street. Overall, the total above-grade floor area on the Hotel Parcel would be 500,552 square feet (sf). Of this square footage, approximately 62,000 sf of floor area would be in the existing rehabilitated landmark Palisades Building, approximately 368,552 sf of floor area in the new Ocean Building, and approximately 70,000 sf of floor area in the new California Building. The Project would also include 8,373 sf of outdoor dining (2,153 net new sf) on the Hotel Parcel that the City considers as Project floor area, although outdoor dining visible from the public right-of-way is deducted for

the Project's FAR calculation.[6] Therefore, 502,157 sf (239,873 net new sf) is utilized for the FAR calculation on the Project. An additional 51,619 sf of below grade space would be provided for hotel back of house spaces for offices, locker areas, maintenance, storage, and miscellaneous related hotel service as well as a limited amount of front of house residential amenity and circulation space in the subterranean parking structure.[7]

Table 2-1, *Project Comparison with Existing Conditions,* provides a summary of the Project components compared to the existing components of the Hotel Parcel to calculate net new square footage. As shown therein, the Project would result in a net increase in floor area on the Hotel Parcel from 262,284 sf to 502,157 sf with a resultant increase in FAR from 1.4 to 2.6.

The building heights on the Hotel Parcel would vary and would range from the existing Palisades Building height of 78 feet to a maximum of 130 feet. The building heights of the proposed structures are depicted in **Figure 2-4** *Proposed Building Heights*.[8]

The Project would include 60 new residential condominium units (60 net new) and 312 hotel guest rooms (11 net new) on the Hotel Parcel. Based on market conditions and to provide future operational flexibility, the Project proposes to allow owners of condominiums the ability to periodically make their units available for use as hotel guest rooms. A maximum of 10 of the condominium units would be utilized as hotel guest rooms at any one time. The Project's hotel component would include up to 13,000 sf of meeting/banquet space (a reduction of 5,040 sf), 6,600 in retail space (5,365 net new sf), and 12,500 sf of spa and fitness space (6,931 net new sf). In terms of food and beverage serving floor area, the Project would provide 11,335 sf of indoor food and beverage customer service space (3,976 net new sf) and 8,373 sf of food and beverage customer serving outdoor dining space (2,153 net new sf), for a total of 19,708 sf of indoor and outdoor food and beverage customer serving space (6,109 net new sf).

In addition, the Development Agreement between the City and the Applicant would set forth community benefits to be provided by the Project Applicant, such as affordable housing, historic preservation, enhanced TDM plan, bicycle racks and storage facilities, publicly-accessible open space, and/or contributions to transit and circulation improvements. Although the Project's makeup of community benefits would not be finalized until the Development Agreement is approved, for the purposes of this EIR analysis, the Project components described below would be evaluated for their potential environmental impacts.

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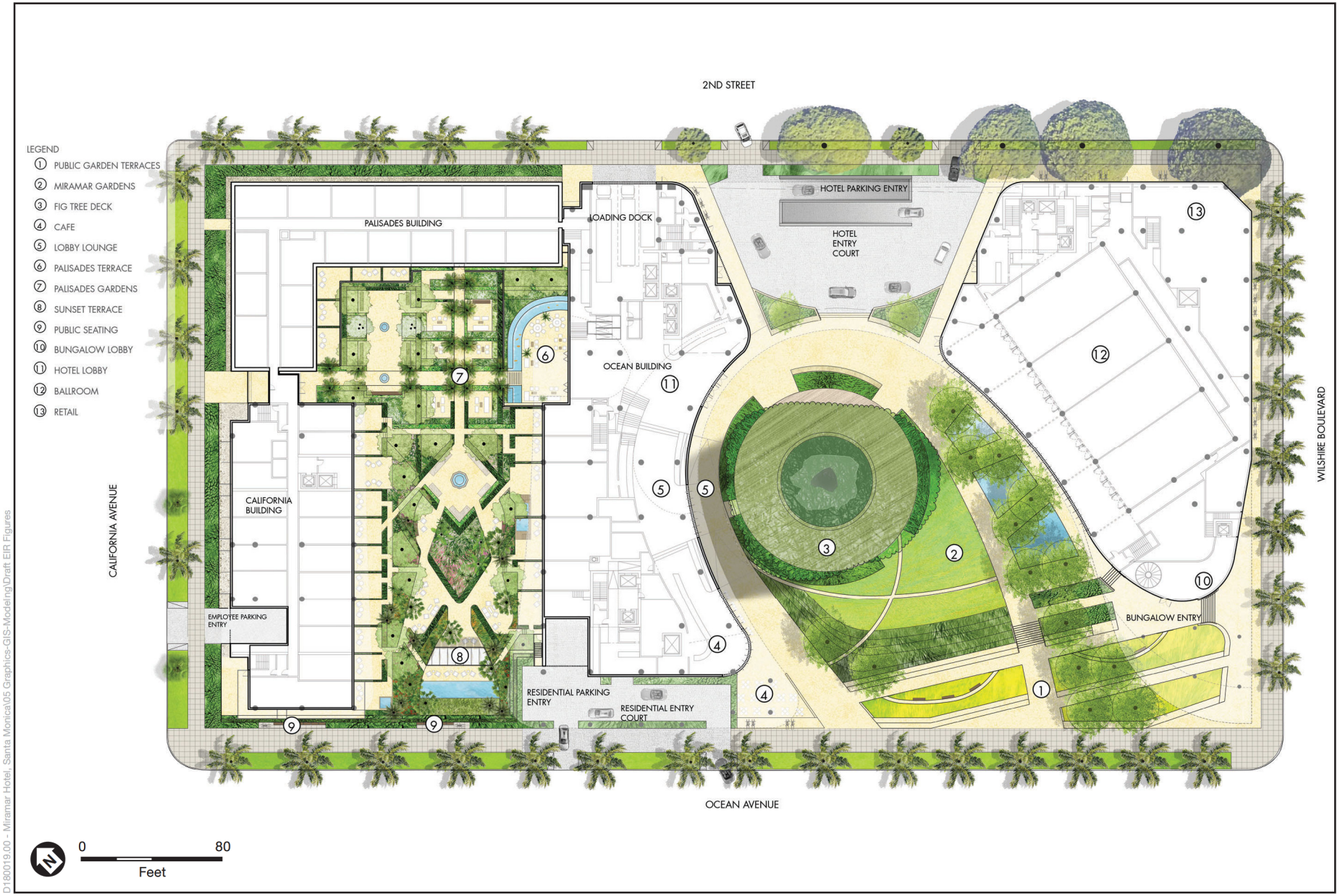
6 Per Zoning Ordinance Section 9.04.090, outdoor dining areas are included in the definition of "floor area" per Zoning Ordinance Section 9.04.080(B)(5) but are excluded from FAR per Zoning Ordinance Section 9.04.090 (A)(2) provided the dining areas have no more than a 42-inch high barrier surrounding the dining area and are visible from the public right-of-way, and other open spaces.

7 Although this below-grade space is considered "floor area" per Zoning Ordinance Section 9.04.080(A), it is excluded from FAR per Zoning Ordinance Section 9.04.090(A)(1) because it is located in a "basement" level as defined in Zoning Ordinance Section 9.52.020.0230.

8 All references to Project building heights are in accordance with the City's definition of building height in Zoning Ordinance Section 9.04.050(A) and measured from Average Natural Grade. Allowed projections above the building height are governed by Zoning Ordinance Section 9.21.060.



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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-3
Hotel Parcel Site Plan

ESA

TABLE 2-1
PROJECT COMPARISON WITH EXISTING CONDITIONS [a]

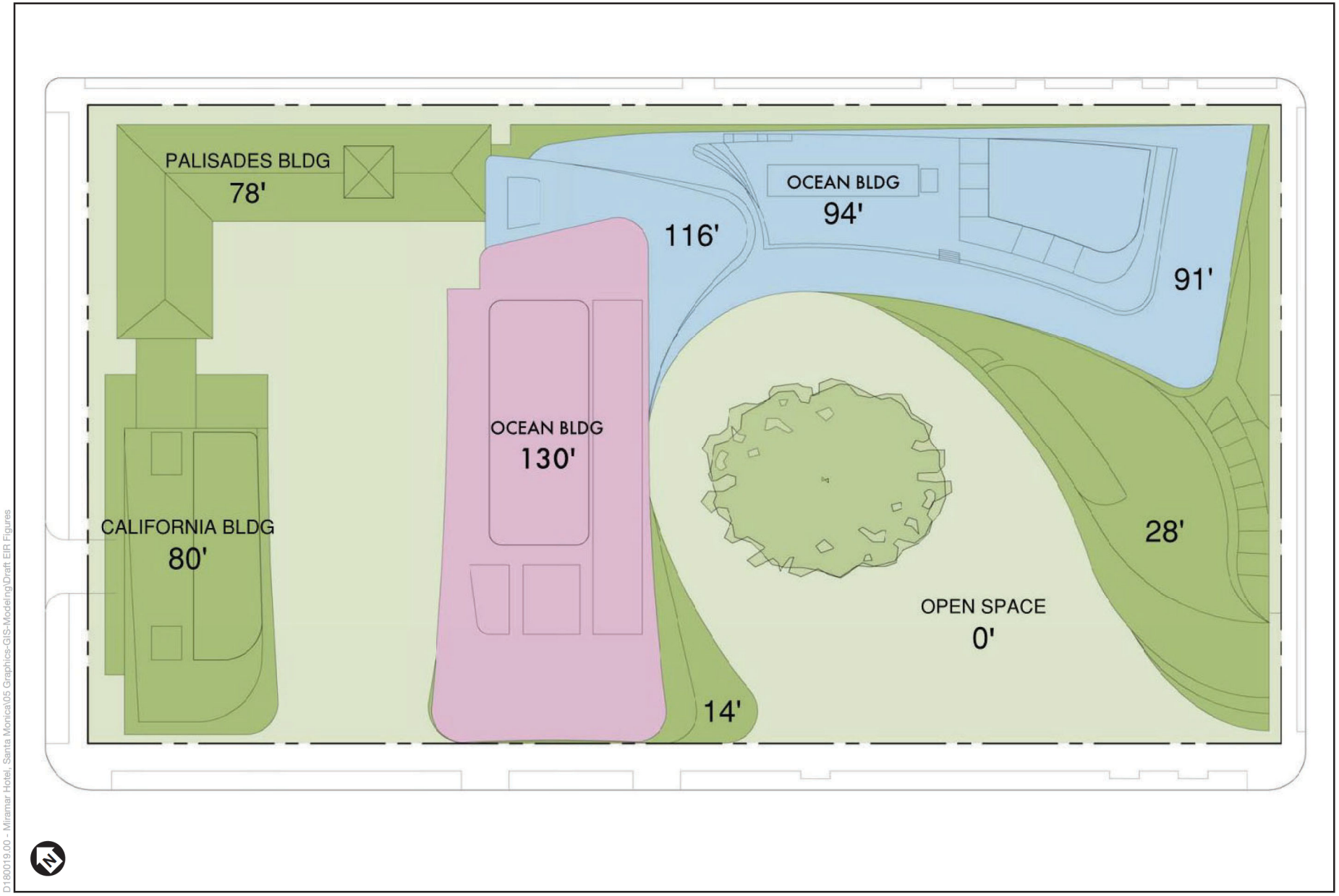
Project Components	Existing	Proposed	Net New
Hotel Parcel			
Area Guest Rooms	**301**[b]	**312**[a]	**11**
Food/Beverage Outlets – Customer Service Indoor and Outdoor Space (sf)	**13,599**	**19,708**[a]	**6,109**
Restaurant Outlets			
Restaurant (Indoor – 3-Meal, Café, Pool Café)	2,088	5,800	3,712
Restaurant (Outdoor – 3-Meal, Café, Pool Café)	1,250	2,704	1,454
Restaurant Subtotal	3,338	8,504	5,166
Bar Outlets			
Bungalow (Indoor)	3,185	3,185	0
Bungalow (Outdoor)	3,820	3,820	0
Bungalow Subtotal	7,005	7,005	0
Lobby Lounge (Indoor)	2,106	2,350	244
Lobby Lounge (Outdoor)	1,150	1,849	699
Lobby Lounge Subtotal	3,256	4,199	943
Meeting Space (sf)	**18,040**	**13,000**[a]	**-5,040**
Retail (sf)	**1,235**	**6,600**[a]	**5,365**
Spa/Fitness (sf)	**5,569**	**12,500**[a]	**6,931**
Spa Lockers and Treatment Rooms	3,369	10,000	6,631
Fitness and Exercise Spaces	2,200	2,500	300
Market-Rate Residential Units (Hotel Parcel)	N/A	60[a]	60
Total Above-Grade Floor Area (sf) for FAR Calculation	**262,284**	**502,157**[a,c]	**239,873**
Floor Area Ratio (FAR)	**1.4**	**2.6**[a,c]	**1.2**
Affordable Residential Units (Second Street Parcel)	N/A	48[a]	48
Hotel Parcel Open Space			
Open Space Coverage (percentage of Hotel Parcel)	**~35%**	**~52%**	**17%**
Open Space Areas			
Publicly Accessible Plazas and Gardens (sf)	**N/A**	**~14,000 sf**	**14,000 sf**
~~Hotel~~ Parking			
Parking Spaces on Hotel Parcel	103	428 (49 aisle)[a]	325
Parking Spaces on Second Street Parcel (for hotel)	64	0	(64)
Total (for hotel; excluding 60 spaces available at 120 Wilshire Blvd)	**167**	**428**	**261**
Parking Spaces on Second Street Parcel (for affordable housing)	0	48	48

[a] This table presents the maximum development envelope studied in this EIR, and actual development may be less than analyzed, due to Development Agreement negotiations between the City and the Applicant, as well as market conditions.

[b] While the existing hotel has 301 guest rooms, due to a shortage of administrative office space, four rooms have been used for administrative offices for several years, leaving 297 guest rooms currently available to guests.

[c] Floor Area calculation excludes 6,768 sf of outdoor dining visible from the public right-of-way and 51,619 sf of below grade sf, per SMMC Section 9.04.090.

SOURCE: Ocean Avenue LLC, 2018.



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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-4
Proposed Building Height

ESA

Palisades Building

The 1924 Palisades Building would be rehabilitated and adaptively reused to provide approximately 111 hotel guestrooms and suites in a variety of sizes and configurations. Rehabilitation of the building would include seismic retrofitting, provision of handicap accessibility, upgrading of fire-life safety features, and upgrading of mechanical, electrical and plumbing equipment. All work would be performed in accordance with *The Secretary of the Interior's Standards for Rehabilitation* (Standards) in order to maintain the historical integrity of the building. The Palisades Building would have a multi-level above-grade physical connection to the hotel uses in the proposed Ocean and California Buildings and to the hotel lobby in the Ocean Building. The existing basement would continue to be utilized for back-of-the-house hotel services. The Palisades Building would contain a total of approximately 62,000 square feet of floor area for hotel guestrooms, circulation and guestroom service spaces and would maintain the building's current height and massing. **Table 2-2**, *Palisades Building Summary Table*, provides a summary of Project development of the Palisades Building.

TABLE 2-2
PALISADES BUILDING SUMMARY TABLE

Building Use (Adaptive Reuse)	Quantity
Hotel Guest Rooms	~111 rooms
Floor Area*	~62,000 sf
Stories	6 plus attic
Building Height	78 feet

* Floor area is per SMMC Sections 9.04.080
SOURCE: Ocean Avenue LLC, 2013.

Ocean Building

The proposed Ocean Building would be roughly L-shape in plan and would be located on the southern two-thirds of the parcel around the City-designated Moreton Bay Fig Tree. The proposed Ocean Building would have a curvilinear design that creates a partial ellipse around the Moreton Bay Fig Tree. As shown in **Figure 2-5**, *Architectural Rendering from Ocean Avenue – Aerial,* the Ocean Building would vary in height. The maximum height, which would be consistent with the DCP maximum height limit of 130 feet, would be located in the center of the Hotel Parcel. This portion of the new Ocean Building would have a similar footprint and orientation as the existing Ocean Tower, which has been at its existing location since 1957.

The portion of the Ocean Building at 130 feet would be ten-stories and would occupy about 14% of the Project Site. The remainder of the building would vary in height, with approximately 28 feet (two stories) along Wilshire Boulevard, approximately 94 feet (seven stories) along Second Street and a taller portion setback from Second Street at 116 feet. Permitted exceptions above these heights would be provided for elevator access and shafts, mechanical equipment, photovoltaic panels and trellises for outdoor deck usage.

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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-5
Architectural Rendering from Ocean Avenue - Aerial

ESA

The ground floor of the Ocean Building would contain a mix of uses and open spaces to activate the Hotel Parcel to enhance the pedestrian experience both on and around the Hotel Parcel both for hotel guests and the public. At the corner of Second Street and Wilshire Boulevard, pedestrian-oriented ground floor retail space is proposed to activate the pedestrian experience along the street. The corner of Wilshire Boulevard and Ocean Avenue would have publicly-accessible open space and would include prominent public art to further invite members of the public to enjoy the use of the Hotel Parcel. In addition to open space, the Ocean Avenue frontage would include ground floor food and beverage uses open to the public. The active ground-level uses would be focused on the southern half of the Hotel Parcel while the northern half of the Hotel Parcel would generally be reserved for hotel guest rooms and open space in order to provide an appropriate transition to the neighboring residential uses to the north.

The lobby of the Ocean Building would connect both the Miramar Gardens and Palisades Gardens, with a two-story glass exterior and several doors that would provide a view toward the Palisades Building. The Ocean Building's ground level would also include hotel ballroom/meeting space and lobby areas for the hotel and residential uses. The hotel ballroom/meeting space would be located on the southern side of the Project Site and would include pre-function space that opens up to the Miramar Gardens open space and Moreton Bay Fig Tree. The hotel's loading area would be located approximately mid-block along Second Street in the Ocean Building. All deliveries as well as refuse collection would occur at this location.

The upper levels of the Ocean Building would include a mix of hotel and residential uses. Hotel uses would include a hotel sundry shop, restaurant with outdoor dining (open to the public), the Bungalow lounge/bar and outdoor deck (open to the public), spa and fitness facilities, additional meeting spaces, the main hotel pool deck, pool café area (open to the public), and hotel back-of house kitchens, mechanical rooms and offices for hotel administration. The Ocean Building would contain approximately 99 hotel guestrooms and suites in a variety of sizes and configurations along with guestroom circulation and service areas. Hotel guestrooms would be located on floors two through six on the southern side of the central portion of the Ocean Building, floors one through six on the northern side of the central portion of the Ocean Building and on floor three along the Second Street portion of the Ocean Building. A physical connection between Floors 1 through 6 of the new Ocean Building (where the hotel uses are located) and the hotel uses in Floors 1 through 6 of the Palisades Building is proposed. The Ocean Building would physically connect to the short south elevation of the Palisades Building via a hyphen at the north elevation and would have a wide passageway at the first and second floors to accommodate a new porte-cochere entry from Second Street. The design of the physical connection would be consistent with the Standards.[9] (The Project's consistency with the Standards is further discussed in Section 4.5, *Historic Resources*, of this EIR). The upper floors of the Ocean Building (floors seven to ten in the central portion and floors four to seven of the Second Street portion) would consist of 60 residential condominium units with a mix of two, three and four bedrooms and up to

[9] U.S. Department of the Interior, National Park Service, Technical Preservation Services. The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings. 2011.

two five+ bedroom units. Though the product mix is subject to change, the total residential floor area including all of the units, circulation/support space and amenity space would be approximately 188,000 sf. A roof-top pool deck and amenity areas for the building's residents and their guests would be provided on the eighth floor roof at the eastern portion of the Hotel Parcel (along the Second Street frontage).

Table 2-3, *Ocean Building Summary*, provides a summary of land uses proposed in the Ocean Building. Figure 2-5 illustrates the surface treatment, step backs, and rooftop treatment. **Figure 2-6,** *Architectural Rendering from Ocean Avenue,* illustrates the Project from a street level view at Ocean Avenue.

TABLE 2-3
OCEAN BUILDING SUMMARY

Building Use (Adaptive Reuse)	Quantity
Hotel and Guest Rooms	~99 rooms
Market-Rate Two, Three, Four and Five-Bedroom Residential Units and common area	60 units
Floor Area*	~368,552 sf
Stories	Ranges from 2 - 10
Building Height**	Ranges from 28 feet- 130 feet

* Floor area is per SMMC Section 9.04.080

** Building Height calculated based on SMMC Section 9.04.050 and does not include permitted projections in accordance with SMMC Section 9.21.060.

Source: Ocean Avenue LLC, 2018.

California Building

The proposed California Building would contain approximately 102 hotel guestrooms and suites in various sizes and configurations with an approximate floor area of 70,000 sf. The California Building would be located on the western corner of the northern one-third of the parcel and would have a rectangular footprint and would be similar in size and scale to the adjacent Palisades Building. The new California Building is proposed at seven-stories with a building height of approximately 80 feet above Average Natural Grade with permitted exceptions for elevator access and shafts, mechanical equipment, photovoltaic panels and trellises for outdoor use on a portion of the roof deck space for more intimate hotel functions.

The setback of the seventh floor removes some of the massing at the upper floors. On the east elevation, the walls would step back to improve visibility of the short, west elevation of the Palisades Building. A hyphen at the east elevation of the California Building would connect to the west elevation of the Palisades Building, and would be designed in conformance with the Standards as further discussed in Section 4.5, *Historic Resources*, of this EIR. **Table 2-4**, *California Building Summary*, provides a summary of land uses proposed in the California Building.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-6
Architectural Rendering from Ocean Avenue

ESA

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TABLE 2-4
CALIFORNIA BUILDING SUMMARY

Building Use (Adaptive Reuse)	Quantity
Hotel Guest Rooms	~111 rooms
Floor Area*	~70,000 sf
Stories	7
Building Height**	~80 feet

* Floor area is per SMMC section 9.04.080
** Building Height calculated based on SMMC Section 9.04.050 and does not include permitted projections in accordance with SMMC Section 9.21.060.

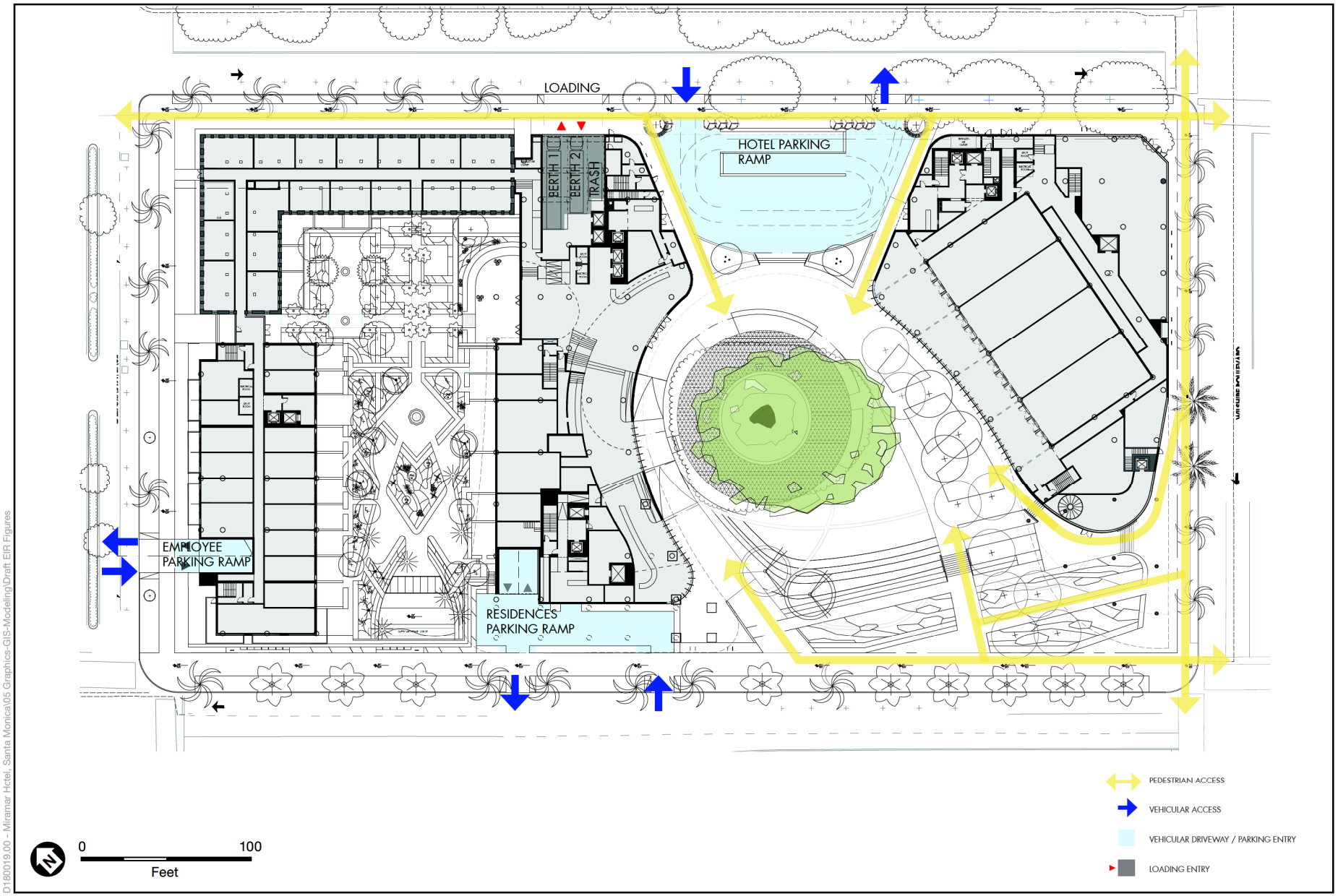
Source: Ocean Avenue LLC, 2013.

Subterranean Space

In addition to the above-grade floor area included in the Palisades Building and new Ocean and California Buildings, the Project would include approximately 51,619 sf of below grade/subterranean floor area on the Hotel Parcel to support the Project's hotel and residential uses (excluding parking). This below-grade space would include hotel employee and back of house spaces; circulation; mechanical, electrical, and plumbing; storage and kitchen spaces as well as a residential amenity space.

Access, Circulation, and Parking

The Project has been designed to enhance the pedestrian, bicycle and vehicular access to the Hotel Parcel and to provide increased on-site parking compared with existing conditions. The Project would include three vehicular access points to/from the Hotel Parcel: (i) a new entry court on Second Street (the "Second Street Entry Court") to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary access driveway on California Avenue (the "California Avenue Entry"), located approximately 100 feet east of Ocean Avenue, to serve employees only and provide direct access to the underground parking while appropriately disbursing trips around the Hotel Parcel, and (iii) a modified entry and access driveway on Ocean Avenue (the "Ocean Avenue Entry") for use by residents (and their guests) to provide direct access to the underground parking structure. The Second Street Entry Court, the Ocean Avenue Entry and the California Avenue Entry would provide direct access to the subterranean parking. Valet services as well as ride share drop-off would be offered at the Second Street Entry Court for hotel guests, visitors, residents, residents' guests and retail/restaurant customers. At the Ocean Avenue Entry, residents and their guests would have the option to use valet services or self-park. At the California Avenue Entry for employees there would be a valet assist service as necessary. No curb-side valet access is proposed with all valet pick-up/drop-off occurring on the Hotel Parcel and not in the public right-of-way. **Figure 2-7,** *Conceptual Access and Circulation Plan,* depicts the Project's proposed pedestrian and vehicular circulation. **Figure 2-8**, *Conceptual Second Street Entry Court*, depicts the proposed Second Street Entry Court, which is the primary vehicle access to the Hotel Parcel.



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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-7
Conceptual Access and Circulation Plan

ESA

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-8
Conceptual Second Street Entry Court

ESA

D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

Although the DCP does not establish minimum parking requirements, the Project would provide parking to meet the needs of its guests, employees, and visitors. The proposed subterranean parking structure would include a total of 428 striped parking spaces to accommodate the Hotel Parcel's parking demand, including parking for hotel, retail, restaurant, spa, lounge/bar, and employee parking along with residential parking. This is an increase of 325 spaces over existing on-site parking availability (or 261 spaces including the Second Street Parcel). In addition, 49 aisle spaces that could be used by the hotel valet operation would be available as needed. The parking structure would include electrical vehicle charging stations and low emission vehicle spaces for each use as well as carpool spaces for hotel employees. The number of such spaces will be determined through the Development Agreement and is expected to exceed the City's code requirements. Furthermore, an additional 60 (hotel valet access only) parking spaces are available after 7:00 P.M. weekdays and all day on weekends at the 120 Wilshire Boulevard garage (across Wilshire Boulevard from the Hotel Parcel) pursuant to a covenant that "runs with the land" through 2053. The Project would also reconfigure the site-adjacent street parking but is not anticipated to reduce the number of on-street parking spaces from the existing conditions.

The new parking structure would also have secure parking for bicycles to facilitate use of non-automobile transit modes. Bicycle parking for the Project would include short-term and long-term bicycle parking. On-grade (short-term) bicycle parking spaces would be dispersed throughout the Project Site along with short-term and long-term bicycle spaces located below grade for hotel employees, hotel guests and residential owners. Moreover, bicycle valet would be offered free of charge during all automobile valet operating hours. The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces (263 long-term and 41 short-term).

In furtherance of the LUCE policy discouraging mid-block driveways on major thoroughfares, the existing curb cuts on Wilshire Boulevard and at-grade driveway that extends from Wilshire Boulevard to approximately the middle of the Hotel Parcel would be removed to prioritize Wilshire Boulevard and the Hotel Parcel for pedestrians. The addition of new pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel, as well as demolition of the existing walls that prevent pedestrians from accessing the Hotel Parcel, would make the Hotel Parcel more open and inviting for pedestrians. The sidewalks proposed along these three streets would also be consistent with the DCP Building Frontage Line standards (minimum of 18 feet from face of curb on Wilshire Boulevard, minimum 20 feet from face of curb on Second Street and minimum 20 feet from face of curb on Ocean Avenue) to further enhance the pedestrian experience around the Hotel Parcel. The Project would foster improved pedestrian connections with the Third Street Promenade by locating ground-level retail uses at the corner of Wilshire Boulevard and Second Street. **Figure 2-9,** *Architectural Rendering of Second Street and Wilshire Boulevard Corner,* depicts the new retail space at Second Street and Wilshire Boulevard.

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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-9
Architectural Rendering of Second Street and Wilshire Boulevard Corner

ESA

The Project would result in modifications of the circulation and parking around the Project Site in the following ways: (i) valet parked cars would no longer need to circle the block from the existing Wilshire Boulevard entrance (during normal operations), turning onto Ocean Avenue, California Avenue and then Second Street to access the Second Street Parcel; (ii) passenger pickup/drop off services for special events under the tree would be accommodated at the new Second Street Entry and valets would no longer need to circle the block from Ocean Avenue to access parking on the Second Street Parcel or the on-site parking on Wilshire Boulevard as occurs currently during these special events; (iii) truck loading dock operations would occur in a newly designed and adequate loading space on-site on Second Street so that trucks no longer extend into the sidewalks and streets when making deliveries under existing conditions; (iv) at-grade short-term bicycle parking would be distributed throughout the Project Site so as to be easily accessible from the surrounding streets; and iv) the new subterranean parking structure would include dedicated and secure bicycle parking for employees, guests and residents to encourage non-automobile transit modes for localized, commuter, and transit-oriented "last mile" trips.

The existing hotel has a TDM plan and the Project would implement an enhanced TDM program in accordance with Santa Monica Municipal Code (SMMC) Chapter 9.53. The new TDM program would include measures such as: transportation allowances for employees and residents choosing to commute using non-single occupancy vehicle modes, bicycle parking for all users and employee lockers and shower facilities, a transportation coordinator, on-site transportation information, transportation welcome packages for residents and incentives for both employees and customers to use non-single occupancy vehicle modes.

Architectural Design

The proposed design of the portion of the Project located on the Hotel Parcel would strike a balanced approach that introduces contemporary features while celebrating the historic character of the locally significant site and its contributing features; the historic Palisades Building, the designated Moreton Bay Fig Tree, and the contributing verdant landscape character. The urban space planning strategy would include establishing two new large open spaces on the Hotel Parcel that open to the west/Ocean Avenue (see Figure 2-3). The new Ocean Building would be organized in a partial ellipse design around a large open space that would feature the historic Moreton Bay Fig Tree as a centerpiece of the Miramar Gardens. The second open space component would be the Palisades Gardens that would be rectilinear in design and would be located between the new California Building, the rehabilitated Palisades Building, and the new Ocean Building. This landscape area would open up the public view of the west entrance to the Palisades Building and support the Project Site's connection to Palisades Park.

Taking cues from the Palisades bluff's topography, the architecture and grounds would emerge in tandem with the Project Site's grading. The new Ocean and California Buildings and landscape gardens would form a series of elevated terraces to create a partial ellipse around the Moreton Bay Fig Tree as the heart of the plan. The main architectural form of the Ocean Building would sweep around the Moreton Bay Fig Tree and transition from the lower pedestrian scale adjacent to Wilshire Boulevard, rise slowly along Second Street and would create a series of elevated decks. The elliptical curve of the building would reach its peak in the middle of the Hotel Parcel at a height that is below the height and scale of the neighboring buildings and the Santa Monica

skyline. The Ocean Building would include horizontal balcony projections that create a series of articulated, sweeping curves around the Moreton Bay Fig Tree. These balconies would provide private outdoor space for hotel guests and residents and would provide articulation of the building through a series of setbacks. The lower roof decks created by the setbacks would provide a series of large elevated garden terraces that would create additional open space and opportunities for outdoor dining available to the public.

While the proposed building finishes are still at a conceptual stage and would be carefully reviewed during the design review, both the Ocean Building and the California Building are envisioned to have a contemporary urban design that incorporates large expanses of glass, spandrel glass or similar material with warm wood and brushed metal accent materials against the balcony projections. While the glass material has not been selected at this stage of the design process, the selection would be based on aesthetics as well as compliance with applicable building and energy codes and additional energy performance requirements. The glass would not be highly reflective. As with the Project's entire exterior, the glass selection would be reviewed by the City in its design review process. The material for the balcony projections is envisioned using materials such as a shaped terra cotta or glass fiber reinforced concrete in white or off-white coloration. The soft curves of the architecture would echo the sweep of the Santa Monica Bay. The lower portions of the Ocean and California Buildings would incorporate materials such as high quality stone or terra cotta finish materials balanced with expansive (low-reflective) glass. The selected materials would keep the base of the buildings strong and the upper floors light and airy to reflect the warmth of the Santa Monica environment. This approach would echo the brick and terra cotta materials of the Palisades Building in a contemporary interpretation. The grade would be raised between the Palisades Building and Ocean Building (at the Palisades Garden) to improve accessibility to the Palisades Building and to reestablish the entry on the west elevation as the primary access point. The Palisades Building would be connected to both the new Ocean Building and the California Building with a transitional architectural element (a hyphen) currently envisioned as an all glass element that would be set back from public rights-of-way to visually recede in deference to the Palisades Building, exposing the Palisades Building on either side of the hyphens.

As further described in Section 4.5 *Historic Resources*, the landmark Palisades Building would be rehabilitated in accordance with the Standards. The Project's proposed rehabilitation scope of work includes repairing and painting the currently unpainted brick exterior, removing paint from the overpainted first-floor terra cotta cladding and repointing and repainting it.[10] The brick would be painted white and the terra cotta would be repainted a gray or contrasting color as approved by the Landmarks Commission.

The Project would retain the existing fenestration pattern and non-original single-light glazing of the Palisades Building.[11] Five ground-floor windows on the south and west courtyard elevations facing the Palisades Garden would be altered to become doors to private guestroom terraces. In addition, windows would be replaced with doors on all floors of the Palisades Building at the connection on the short south elevation with the hyphen to the Ocean Building, and at the connection on the short west elevation with the hyphen to the California Building. The Project would install a new roof sign at the approximate location of a non-extant, historic roof sign to

read "HOTEL MIRAMAR" that was constructed circa 1940 on a steel frame at the westward slope of the roof.

The Project includes a proposed Conservation Management Plan (CMP) as a Project Design Feature (PDF). The CMP addresses specific requirements for rehabilitation of the Palisades Building, including preservation treatment under the Project as well as long-term maintenance of historic features and materials in conformance with the Standards. As further described in Section 4.5, Historic Resources, the CMP would be prepared by a qualified preservation consultant and subject to review and approval of the Landmarks Commission.

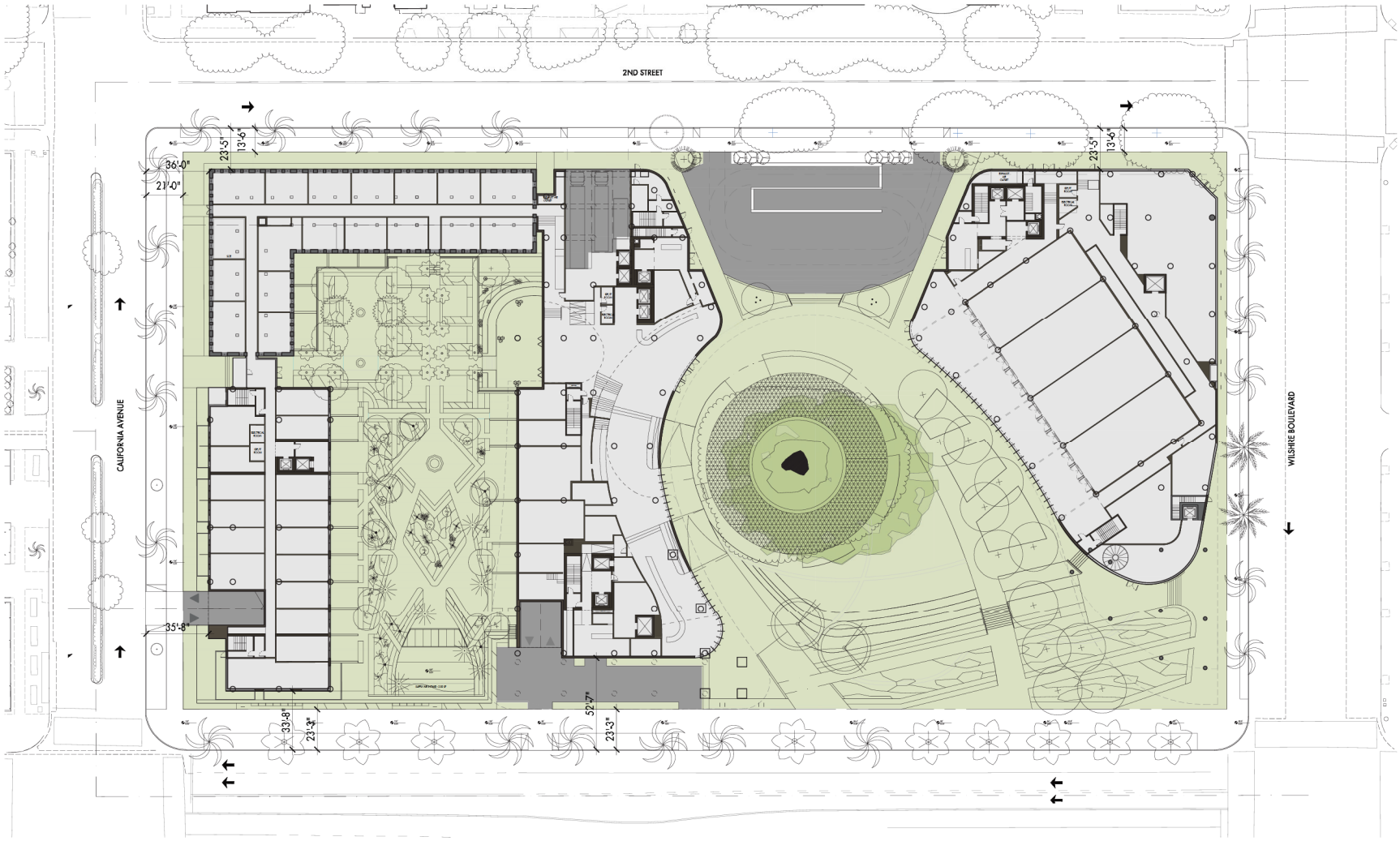
Hotel Parcel Open Space and Landscaping

As shown in Figure 2-3, the Project would provide for active pedestrian use of this open space. The Project would increase the amount of ground-level open space on the Hotel Parcel the current approximately 35% to more than 52% of the Hotel Parcel. Currently, the open space is almost all focused internally to the hotel uses and/or cutoff from the adjacent sidewalks through perimeter walls and landscaping. The Project would not only increase the open space on the Hotel Parcel but also is designed to encourage active use, as explained below.

Open Space

As shown in Figure 2-3 and **Figure 2-10**, *Preliminary Concept for Open Space*, the Project would include new open space areas on the Hotel Parcel that are designed to open up the Hotel Parcel to Ocean Avenue and Palisades Park and would provide views to the Santa Monica Bay. The proposed open space is based on the historic context of the site. Ground-level open space would be concentrated in two general areas, the Miramar Gardens/Public Garden Terraces and the Palisades Garden/Palisades Terrace, which are described below.

The main active open space area, which would surround the Moreton Bay Fig Tree and would open up to Ocean Avenue, would include the Miramar Gardens and the Public Garden Terraces and would total approximately 47,000 square feet (1.08 acres). The Miramar Gardens would be located immediately west of the Moreton Bay Fig Tree and the Public Garden Terraces would be located along Ocean Avenue near the southern/Wilshire Boulevard property line. Ground floor food and beverage outlets in the Ocean Building would open up to the Miramar Gardens and Public Garden Terraces to encourage the public use and enjoyment of the Hotel Parcel. These open spaces would be accessible directly from Ocean Avenue, Wilshire Boulevard and Second Street without having to walk through any hotel interior space. These open spaces and the new Ocean Building are designed to re-establish views of the Moreton Bay Fig Tree from Ocean Avenue, Wilshire Boulevard and Second Street.



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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-10
Preliminary Concept for Open Space

ESA

- The Miramar Gardens, which would total approximately 33,000 square feet (0.76 acre), would be located in approximately the middle of the Hotel Parcel to the east of the Public Garden Terraces. The Miramar Gardens would be at a raised elevation to appropriately relate to the Moreton Bay Fig Tree exposed roots and to create flexible multi-purpose outdoor spaces adjacent to the hotel's ballroom and main lobby area. The area under the Moreton Bay Fig Tree would include a deck at the same elevation as the Miramar Gardens that would allow for the public enjoyment of the tree while protecting the roots per the direction of the Tree Protection Plan (defined below). This area would be encircled by a low hedge with various access points provided for pedestrian access to the deck area. Signage would be included to deter people from climbing on the roots of the tree. Outside of the ballroom a series of shallow reflecting pools are proposed that are unique in that they can be drained within a few minutes to create a large event space or re-filled to create beautiful landscape water features. These pools would be anchored by mature trees that align with the architectural form of the building and relate to the mature trees in the Public Garden Terraces. ADA accessible pedestrian pathways and stairs would provide access to the Miramar Gardens and the hotel common areas. Portions of the Miramar Gardens may be closed to the public from time to time for private special events at the hotel.
- The Public Garden Terraces would consist of a publicly-accessible plaza and garden space at the intersection of Wilshire Boulevard and Ocean Avenue that would total approximately 14,000 square feet (0.32 acre) of publicly-accessible open space. The Public Garden Terraces would feature, pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk. The Public Garden Terraces would include low scale flowers, shrubs, and planting interspersed with mature trees in locations to provide shade and context with the street trees and architecture. Another public seating area would be located further north along Ocean Avenue. This public seating area would be interspersed with planting and hedges to create an inviting public seating edge to the northern end of the Hotel Parcel along Ocean Avenue.

A second open space area, the Palisades Garden/Palisades Terrace, would be located in the rectangular courtyard area between the Ocean Building, California Building and Palisades Building.

- The Palisades Gardens would be approximately 21,000 sf (0.48 acre) and would be located adjacent to Ocean Avenue between the Ocean Building and the California Building. The finished grade would be adjusted to match the Palisades Building. This open space area would generally be a quieter space primarily reserved for the hotel guests and residents. This open space would include a formal garden that would respond to the façade of the Palisades Building with a central axis off the landmark building's entry framed on either side by garden rooms to highlight the historic entry to the Palisades Building. A hardscape pathway from the historic entry would serve as the central spine of the garden areas extending east-west from the entry to the garden's edge on Ocean Avenue with a central fountain envisioned as a focal point of the garden. Each garden area would include low scale hedges and planting with pedestrian pathways that connect each of the unique garden "rooms". A mix of existing/replanted and new mature trees and palms would be distributed throughout the space to accent the architecture and each garden room and would re-create the historical lush landscape canopy that historically existed at the Miramar. A sunset terrace with another shallow reflecting pool to reflect the sunset and a seating area with a trellis and mature trees to frame the space would be located at the western end of the Palisades Gardens.

- The Palisades Terrace would be an approximately 1,800 sf (0.04 acre) terrace off the main hotel lobby that would prominently feature the Palisades Building. The Palisades Terrace would be open and available to members of the public dining at the hotel. **Figure 2-11,** *Architectural Rendering of the Palisades Terrace,* depicts and illustrates this outdoor dining space featuring the Palisades Building. A pathway would connect this area to the Palisades Gardens and would provide outdoor access to the Palisades Building and California Building primarily for hotel guests.

Additional upper level decks for the restaurant and the Bungalow lounge/bar that are open and available to the public would be located on the second floor overlooking Ocean Avenue. Outdoor deck open spaces would also be provided for hotel and residential guests and their visitors. Each of the residences and the new hotel guestrooms in the Ocean Building and California Building would have one or more balcony and/or deck spaces. A hotel swimming pool and deck would be located on floor three of the Ocean Building overlooking the Miramar Gardens. This deck would include a pool café open to the public. An outdoor swimming pool and deck for residents and their guests would be located on floor eight of the Ocean Building. A rooftop deck would also be located on top of the California Building for smaller intimate hotel functions.

Landscaping

The conceptual landscape design for the ground-level open spaces is described above in the Hotel Parcel Open Space section. Below is a description of the overall landscape concept, including for open space areas on the Hotel Parcel not previously described above.

The Miramar Hotel has historically been known for its lushly landscaped grounds, which today are largely hidden behind walls and fences and not readily accessible or inviting to the public. The proposed landscape concept for the Hotel Parcel would remove perimeter walls and fences and surface parking along Wilshire Boulevard and Ocean Avenue to reopen the Hotel Parcel and restore the garden identity to the Hotel Parcel with a drought tolerant but abundant plant palette. The plan would feature the Moreton Bay Fig Tree and would include a landscaped open space around the City-designated Landmark in the shape of a partial ellipse (The Miramar Gardens) with terraced gardens stepping down to the publicly-accessible garden space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). The plan proposes to locate a prominent work of public art near the corner of Ocean Avenue and Wilshire Boulevard to establish a new and active public edge that reconnects the Hotel Parcel with Palisades Park and would enhance the pedestrian experience. As described above, the plan would also include the Palisades Gardens, a formal garden that reintroduces the historic entry to the Palisades Building and responds to the rhythm and hierarchy of the historic Palisades Building façade.

The Second Street Entry Court would be treated with landscaping, decorative paving, and pedestrian pathways to increase the openness of the Hotel Parcel both visually and physically. The Second Street Entry Court would have a westward view with the Moreton Bay Fig Tree in the foreground, Palisades Park in the mid-ground and Santa Monica Bay on the horizon. Mature planting, trees and low-scale hedges would be planted in the areas around the Second Street Entry Court to accent the Ocean Building's architecture, screen the garage circulation ramps, and to emphasize the 10-foot wide pedestrian pathways on each side of the Second Street Entry Court that would provide pedestrian access from Second Street into and through the Hotel Parcel.

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SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 2-11
Architectural Rendering of the Palisades Terrace

ESA

The Moreton Bay Fig Tree, a City-designated Landmark, would be protected during Hotel Parcel construction and operation in accordance with a City-approved tree protection plan. In this regard, the Applicant submitted a *Moreton Bay Fig Tree Protection, Preservation, and Maintenance Plan* ("Tree Protection Plan") prepared by BrightView Tree Company (formerly ValleyCrest Tree Company) in February 2018 which is included as Appendix C-1 to this EIR. The recommendations in the Tree Protection Plan include provisions to minimize and manage any encroachment of construction and demolition activities into the area of the Tree's drip line, protection of the Tree by temporary chain-link fencing, dust control measures, periodic mulching, shoring designed to protect the Tree's root system, and other measures to be carried out by or under the supervision of a certified arborist. All construction personnel would receive training to learn the contents and restrictions of the Tree Protection Plan and how to implement it before being allowed on the Project Site. Following construction of the Project, an ongoing maintenance program would be implemented to ensure the continued health of the Moreton Bay Fig Tree in accordance with the Tree Protection Plan. Potential impacts on the Moreton Bay Fig Tree are evaluated in Section 4.3, *Biological Resources*, of this EIR.

The Applicant and the design team would work with the City of Santa Monica's Urban Forester to prepare and implement a plan for the street trees surrounding the Project Site. There are two street trees (a Carrotwood tree on Second Street and a Canary Island Date Palm on Ocean Avenue) adjacent to the Hotel Parcel would need to be removed to accommodate the proposed vehicular access to the Project Site.[10] With the closure of the vehicular access on Wilshire Boulevard, new street trees would be planted in the area where the driveway currently exists. Since the Project would result in sidewalk replacement and widening and extension of planting areas adjacent to the Hotel Parcel, the Applicant would coordinate with the City to ensure that the sidewalk designs would accommodate existing and future street trees. Any street trees to be removed, relocated or planted would require the approval of the City's Urban Forester in accordance with the City's Urban Forest Master Plan.

Hotel Parcel Safety and Security

Hotel Parcel operations would include security features to monitor the safety of on-site guests, residents, and visitors. Specifically, the Project would include a dedicated, 24-hour, on-site department responsible for loss prevention, risk management and health, fire, and life safety on the Hotel Parcel in addition to the services provided by public agencies and departments. The Hotel Parcel security team would consist of a central command post and security staff patrolling the Hotel Parcel. In addition, security cameras would be located throughout the property. Access to residential living and guestroom areas would be either restricted by key card or other mechanism or manned by uniformed hotel staff. Security staff would maintain a relationship with the Santa Monica Police Department ("SMPD") and Santa Monica Fire Department ("SMFD") particularly for special events to ensure coordination during emergencies, and would call 911 immediately if SMPD or SMFD response is required. Additionally, security staff would be on the premises at all times. The Hotel Parcel's open spaces would be controlled by the use of

[10] The Canary Island Date Palm on Ocean Avenue that would be removed to accommodate vehicular access has fuserium wilt disease, which would be taken into account in determining the mitigation for its removal.

temporary ropes or barriers as needed for events and monitored on a 24-hour basis. Additionally, the Hotel Parcel would maintain a Fire Command System Monitor, elevator control board, master key control board, and building blueprints and maps for use by the SMPD or SMFD in the event of an emergency. Also, in accordance with the DCP EIR, a high-rise (seven-stories or more) pre-fire plan would be submitted for the Project during the permitting process. Lastly, an emergency response plan would be prepared in case of earthquake, fire, flood and wind to assist guests/residents and coordinate with City departments and regional public agencies.

Lighting and Signage

It is estimated that the amount of ground-level outdoor landscape lighting on the Hotel Parcel would be comparable to existing conditions. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting on new buildings would be similar to that occurring on the existing Ocean Tower.

Pool decks and restaurant areas in the Ocean Building would include low-level lighting for the outdoor dining areas. Lighting would be provided by wall/ground fixtures or decorative sconces. The pool deck on level three of the proposed Ocean Building, the roof-deck for the residential guest on level eight of the Ocean Building, and the roof deck of the proposed California Building would feature low level wall/floor lighting with decorative sconces or low levels of landscape lighting. The use of pole mounted lighting or floodlights is not anticipated.

Outdoor lighting would be in accordance with SMMC Section 9.21.080. As such, lighting fixtures would be shielded so as not to produce obtrusive glare onto the public right-of-way or adjacent properties. Code-required lighting for passageways and recesses would be provided in sufficient levels for public safety.

Signs would be located at the main entrances to the Hotel Parcel, including Second Street, Ocean Avenue, and Wilshire Boulevard. Additional signage may be considered at the corner of Wilshire Boulevard and Second Street and the corner of California Avenue and Ocean Avenue, with low level accent lighting to provide readability at night similar to the existing hotel signage at these locations. Signage on ground-level retail spaces at Wilshire Boulevard and Second Street and ground level food and beverage outlets would include accent lighting to provide readability at night. No digital signage or signage that is substantially different from that on the existing Hotel Parcel is anticipated, except for the proposed re-establishment of a “Miramar Hotel” sign on the roof of the Palisades Building. The location, size, materials and colors of any signage would be reviewed by the Landmarks Commission and/or ARB in accordance with either or both the Santa Monica Landmarks Ordinance (SMMC Chapter. 9.56) and the Santa Monica Sign Code (SMMC Chapter 9.61).

Utilities

Electrical service to the Project Site would continue to be provided by Southern California Edison (SCE) with the proposed emergency generator located below-grade. Based on preliminary conversations with SCE, four potential transformer locations have been identified – two options

below grade and two options at-grade along California Avenue. An existing underground storage tank would be removed as part of the proposed Project and would not need to be replaced. Natural gas service would continue to be provided by Southern California Gas Company. Water, sewer, solid waste disposal and police/fire services would also continue to be provided by the City of Santa Monica. Trash and recycling collection facilities would be provided in the new enlarged loading dock space along Second Street in accordance with the City's requirements.

Environmental Sustainability

Sustainability has been an integral part of the architectural and landscape concept design to ensure the Project implements the City's and the DCP's sustainable goals and objectives, and to integrate LEED principles into the Project's infrastructure, design and operations. Specific focus was given to conserving natural resources in line with the City's conservation priorities in reducing water usage and energy usage. The Project would replace aging and inefficient infrastructure with modern efficient systems designed to significantly reduce the Hotel Parcel's water usage and energy demand in relation to the Existing Hotel operations. Development on the Hotel Parcel would incorporate Green building design features and recycling systems into the new construction. The Applicant would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. As required by Santa Monica code, all new buildings on the site would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11), the City's Green Building Code and Energy Code, the City's Water Neutrality Ordinance and Runoff Conservation and Sustainable Management Ordinance requirements. The renovation of the historic Palisades Building would comply with the applicable State and City codes. Some of the other key sustainability features would include photovoltaic panels and other renewable energy resources; LED lighting in hotel and residences; no use of cooling towers to minimize water usage; harvesting of storm-water; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet fixtures in hotel and residences; green roofs to reduce cooling load and capture and reuse cistern system for storm-water runoff; 100% non-potable irrigation for landscape; secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees;[11] low-water drought tolerant landscape plant palette; and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations.

2.6.2 Second Street Parcel (Affordable Housing)

The Second Street Parcel would be developed with a 100% Affordable Housing building with a maximum of 48 deed-restricted residential apartments. The 100% Affordable Housing building is contemplated to be developed through a partnership with a non-profit affordable housing provider. The development would include a mix of one-bedrooms, two-bedrooms and three-

[11] Seventeen (17) electrical charging stations would be provided, which would exceed the City's requirement per SMMC 9.28.160 of nine spaces. The electrical charging stations, carpool and low-emissions parking spaces would total 39 spaces or nine percent of the 428 striped spaces. However, the final number of charging stations would be included in the Development Agreement.

bedrooms. While the total number of units and bedroom mix are still under consideration, for purposes of this EIR, a unit mix of 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units is assumed. In accordance with the DCP standards for 100% Affordable Housing Projects, the building would have a maximum FAR of 2.75 (41,250 sf of floor area) and a maximum height of six-stories and 60 feet.[12] Ground floor uses along the Second Street frontage would include a pedestrian entrance and community/amenity space for residents of the 100% Affordable Housing building. The development would be designed to comply with the DCP standards for 100% Affordable Housing Projects in the Wilshire Transition Zone and to provide more affordable housing than the Zoning Ordinance would require.

Architectural Design

While the architectural design for the 100% Affordable Housing building is still under consideration, the design is anticipated to be modern/contemporary in architectural style. Specific colors/materials would be subject to final review and approval by the City's Architectural Review Board. The design of the Affordable Housing building would comply with the maximum ground floor height, the required stepbacks above the ground floor, and other applicable development standards related to urban form and design in accordance with the DCP.

Open Space

Both common and private open space would be provided for residents of the 100% Affordable Housing building. The development would include at least 20% on-site open space, with a minimum of 10% located at the ground-level or podium that is one or two levels above the ground floor, in accordance with the DCP (Section 9.10.060(B)). In accordance with DCP Section 9.10.060(B)(5), at least 25% of the required open space would be designed as common open space.

Access, Parking, and Circulation

Vehicle access to the building would be provided via Second Court alley consistent with LUCE and DCP policies. Entry from Second Court alley would be into a one-level subterranean parking structure beneath the building. The 100% Affordable Housing building ~~amount of parking~~ would ~~be sufficient to~~ provide 48 parking spaces within a one level (30-foot maximum depth) garage~~in accordance with the zoning ordinance for 100% affordable housing projects in the Downtown~~. Secure parking for bicycles to facilitate use of non-automobile transit modes and electrical charging stations for residents would be provided in the subterranean parking structure.

Landscaping

Landscaping for the 100% Affordable Housing building would comply with SMMC Chapter 9.26 and would be subject to review and approval by the City's Architectural Review Board.

[12] Ground floor uses along the Second Street frontage would include a pedestrian entrance and community/amenity space for residents of the 100% Affordable Housing building. The development would be designed to comply with the DCP standards for 100% Affordable Housing Projects in the Wilshire Transition Zone and to provide more affordable housing than the Zoning Ordinance would require.

Safety and Security

All exterior access doors and gates of the 100% Affordable Housing building are anticipated to be controlled entry via use of card keys or key fobs. Access to the parking is anticipated to be via a driveway with an overhead security gate that would be closed with access via remote controller.

Lighting and Signage

Signage would be limited to Site identification purposes. Lighting would be primarily associated with indoor uses. Outdoor lighting would be provided in accordance with Section 9.21.080 of the SMMC. As such, lighting fixtures would be shielded so as not to produce obtrusive glare onto the public right-of-way or adjacent properties. Code-required lighting for passageways and recesses would be provided in sufficient levels for public safety.

2.6.3 Project Design Features

The Applicant proposes to implement a number of Project Design Features (PDFs) that serve to reduce or avoid potential impacts of the Project. The PDFs will be included along with Mitigation Measures in the Mitigation Monitoring and Reporting Program required in association with certification of the Final EIR. The PDFs are summarized in Table ES-1, and are presented and discussed in detail in the technical sections indicated in the table. The PDFs are part of the Project and are taken into account in the analyses of potential impacts.

2.7 Construction Activities

2.7.1 Hotel Parcel

The hotel would be closed at all times during demolition and construction, and would reopen following completion of construction. For the purposes of the analysis, Project construction is anticipated to commence in late 2022 and would take place over an approximate 33-month period, with completion of the portion of the Project located on the Hotel Parcel in 2025 (after the 100% Affordable Housing building has been completed).

To minimize construction impacts to the surrounding roadway network, construction would occur under the guidance of a standard City-required Construction Impact Mitigation Plan ("CIMP"). The CIMP would be designed to minimize parking impacts, ensure safety for construction workers and surrounding community, and prevent substantial truck traffic through residential neighborhoods. The CIMP would be subject to the review of the City and would establish, among other features: parking and travel lane configurations; warning, regulatory, guide and direction signage; and area sidewalk pathways, bicycle lanes, and parking lanes. The CIMP would also notify the City and public of specific construction activities that may disrupt normal pedestrian and traffic flow and identity features to address these disruptions. Under the CIMP, the Applicant would advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification). Lastly, the CIMP would include provisions to address employee parking during construction, which may include the use of a remote parking location with shuttle transport to the Site, developed in coordination with the City.

Construction Phasing

Construction would occur in distinct phases: (i) demolition, which would require an estimated 4-month period; (ii) excavation, which would require an estimated 5-month period; (iii) structure construction, which would require an estimated 12-month period; (iv) construction of exterior skin and interior finishes, which would require an estimated 10-month period; and (v) completion phase, which would require an estimated 2-month period. In accordance with SMMC Section 8.108.150, at least 70 percent of the Project construction and demolition debris would be diverted.

In accordance with SMMC Section 4.12.110, construction activity work hours would be Monday through Friday, from 8:00 A.M. to 6:00 P.M. and Saturday from 9:00 A.M. to 5:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). The pouring of foundation concrete would likely require extended work hours approved by an After Hours Permit due to the volume of concrete to be installed in one continuous operation. This work would result in an increase in the overall volume of concrete deliveries and concrete pump equipment during this operation. Concrete deck pours should have a 7:00 A.M. start to achieve distribution and finishing of the concrete volume by 6:00 P.M. No construction activities would occur on Sunday in accordance with SMMC Section 4.12.110(a)(3) or on the holidays specified in SMMC Section 4.12.110(a)(4).

Excavation and Haul Materials

The depth of the proposed excavation on the Hotel Parcel for the new parking structure and the basement of the Ocean Building would be up to 35 feet and would require the export of approximately 175,000 cubic yards of soil. Soil excavated from the Hotel Parcel would be removed by semi-truck haul trucks. The haul route for these trucks would be in accordance with the City-approved truck routes and determined by the City's Strategic and Transportation Department prior to the issuance of the grading permit. Haul trucks would not be permitted to travel along residential street segments and hauling hours are anticipated to be 9:00 A.M. to 4:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). Haul trucks would not stage on City streets.

Construction Staffing and Parking

During the demolition and excavation phase on the Hotel Parcel, it is estimated that there would be a workforce of approximately 30–40 workers. As the Project on the Hotel Parcel proceeds into structure, skin and interior finishes, the workforce would grow and peak during months 15–25 at approximately 300–400 workers. The workforce would then taper back down to approximately 100 workers during months 32 and 33.

During the first five to seven months of construction (demolition and excavation), it is anticipated that construction parking demand would be relatively low. Some parking would be accommodated on-site, with additional parking at off-site locations still to be determined. As construction activities progress, it is anticipated that construction parking needs would gradually increase to approximately 150-200 spaces in months 10–12. Sometime around this period, construction parking would begin to be accommodated by the on-site parking garage; however,

approximately 100 off-site spaces would likely be required until the completion of construction at locations still to be determined. Depending on the timing of construction of the 100% Affordable Housing building, a portion of this parking could be accommodated on the Second Street Parcel prior to commencement of construction of the 100% Affordable Housing building and/or after the 100% Affordable Housing building's subterranean garage is completed. As discussed above, a CIMP prepared by the Applicant and reviewed/approved by the City would be implemented during Project construction. The CIMP would provide for the provision of off-street parking for construction workers and may include the use of a remote location with shuttle transport to the Hotel Parcel and/or use of public transportation to reach the Hotel Parcel.

Construction Equipment and Site Appearance

Installation of soldier piles would be required for the excavation earth retention system. Foundations would consist of traditional spread footings and mat foundations. Any deep pile foundations would be drilled and not driven. Due to the depths of the proposed subterranean levels, and the proximity of the property lines and existing site structures and the Moreton Bay Fig Tree, it should be expected that shoring would be used to provide protection and stability during excavation. Construction equipment would vary throughout the construction phases.

To enhance the visual appearance of the Hotel Parcel during construction and reduce the incidence of theft and vandalism, construction screening would be maintained around the Hotel Parcel at during construction. No posted bills would be permitted on the construction screening. Per OSHA requirements, construction screening may include a rooftop covering at locations. At these locations, pathway lighting would be provided.

To ensure the health and safety of the Moreton Bay Fig Tree, all construction personnel would receive training to learn the contents and restrictions of the Tree Protection Plan and how to implement it before being allowed on the Hotel Parcel.

2.7.2 Second Street Parcel

Construction of the 100% Affordable Housing building on the Second Street Parcel is estimated to take 18-20 months and could occur concurrently with the construction of improvements on the Hotel Parcel. In all cases, the 100% Affordable Housing building would be completed prior to the certificate of occupancy for the buildings on the Hotel Parcel. Construction of the affordable housing component would likely commence in the summer/fall of 2023 with completion anticipated in late 2024 or early 2025 before the completion of the construction on the Hotel Parcel. Construction of the 100% Affordable Housing building would occur in four distinct phases, with the demolition phase limited to the removal of the existing surface parking lot on the Second Street Parcel. All other phases (i.e., excavation, structure construction, construction of exterior facade and interior finishes, completion) would occur over the anticipated 18-20-month construction period.

All construction on the Second Street Parcel would occur Monday through Friday, from 8:00 A.M. to 6:00 P.M. and Saturday from 9:00 A.M. to 5:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC

Section 4.12.110(e). No construction activities would occur on Sunday or Federal holidays. In accordance with SMMC Section 8.108.150, at least 70 percent of the construction and demolition debris generated during construction of the 100% Affordable Housing building would be diverted.

Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export is 12,525 cubic yards. The excavated materials would be removed from the Second Street Parcel by semi-truck haul trucks. The haul route for these trucks would be in accordance with the City-approved truck routes and determined by the City's Mobility Division prior to the issuance of the grading permit. Haul trucks would not be permitted to travel along residential street segments and hauling hours are anticipated to be 9:00 A.M. to 4:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). Haul trucks would not stage on City streets.

2.8 Required Approvals

The Project would be subject to a Development Agreement to be negotiated between the Applicant and the City. The Development Agreement would set forth the community benefits to be provided by the Project such as affordable housing on the Second Street Parcel, adaptive reuse and rehabilitation of the existing historic Palisades Building, protection and preservation of the Moreton Bay Fig Tree (a City-designated Landmark), Transportation Demand Management plan, bicycle racks and storage facilities, publicly-accessible open space, and/or contributions to transit and circulation improvements. In addition to the Development Agreement, the following entitlements are anticipated to apply to various components of the Project, and be approved either in an initial or subsequent process with the City and other agencies. The City entitlements may include, but are not limited to:

1. Certification of the Final EIR.
2. Adoption of a mitigation monitoring and reporting program.
3. Adoption of a statement of overriding considerations, if necessary.
4. Approval of a Tentative and Final Tract Map for 60 condominium units.
5. City Planning approval for the 100% Affordable Housing building on the Second Street Parcel, which may be a separate Administrative Approval for the 100% Affordable Housing Project. Alternatively, the 100% Affordable Housing building may be entitled through a Development Agreement covering both the Hotel Parcel and the Second Street Parcel.
6. Design review and approval for building design, materials, colors, and landscaping as well as rehabilitation and renovation of the existing Palisades Building by a to be determined public body such as the Architectural Review Board, Landmarks Commission or another design review process/body.
7. Design approval by the Architectural Review Board for the 100% Affordable Housing building on the Second Street Parcel.

8. Approval of a Coastal Development Permit(s) for the Project, and if necessary, approval of a site-specific amendment to the City's Partially-Certified 1992 Land Use Plan.
9. Issuance of demolition permits for the Ocean Tower, the Ocean Tower Elevator Tower, the two-story ballroom and back of house structures along Second Street and the one and two-story buildings along Ocean Avenue and California Avenue.
10. Approval of the Tree Protection Plan for the Moreton Bay Fig Tree and any removal or replacement of existing street trees by the City's Urban Forester.
11. Approval for the removal of the existing underground storage tank by the SMFD and/or DTSC.
12. Approval of all City of Santa Monica, South Coast Air Quality Management District, Regional Water Quality Control Board, and other discretionary or administrative approvals needed for construction and operation, including construction haul route, building permits, and Certificates of Occupancy.

CHAPTER 3
General Description of Environmental Setting

Section 15125 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. This chapter provides a general overview of the environmental setting for the Project. However, detailed information on existing conditions is provided for each environmental topic evaluated in Chapter 4, *Environmental Impact Analysis*. This chapter also provides an overview of past, pending, and future probable projects that are considered in evaluating cumulative impacts.

3.1 Overview of the Environmental Setting

3.1.1 Santa Monica Context

The City of Santa Monica (City) is an urbanized incorporated community located in west Los Angeles County, approximately 15 miles west of downtown Los Angeles. The City is bounded on the north, south, and east by the City of Los Angeles and on the west by the Pacific Ocean. Surrounding communities include Pacific Palisades to the north, Brentwood and West Los Angeles to the east, and Mar Vista and Venice to the south. Santa Monica is directly accessible from the Los Angeles area via the Interstate-10 freeway (I-10, Santa Monica Freeway) and Interstate-405. The I-10 freeway terminates at its western end at Pacific Coast Highway, which links Santa Monica to Malibu and the Santa Monica Mountains.

The City occupies approximately 8.25 square miles, almost all of which is developed with established residential, commercial, light industrial, and institutional uses. The City is organized around a grid system of streets providing a high level of connectivity within the City and to adjacent communities. This grid street system is interrupted by the I-10 freeway that bisects the City from east to west, dividing neighborhoods and districts north and south of the freeway. Residential neighborhoods are the predominant land use in the City with a wide range of housing types and densities. Commercial land uses include retail, restaurant, entertainment, office, and service commercial uses, which are concentrated within the Downtown area and along boulevards and avenues such as Broadway, Wilshire Boulevard, Santa Monica Boulevard, Lincoln Boulevard, and Colorado Avenue.

3.1.2 On-Site Conditions

The Project Site consists of two parcels located at: 1) 1133 Ocean Avenue/101 Wilshire Boulevard on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street, referred to as the Hotel Parcel and 2) 1127/1129 Second Street, referred to as the Second Street Parcel. Collectively, the Hotel Parcel and the Second Street Parcel are referred to as the Project Site, and the redevelopment on the Project Site (including on both parcels) is referred to as the Project.

Hotel Parcel

The Hotel Parcel, which is approximately 192,063 square feet (4.4 acres) in size, is located at 1133 Wilshire Boulevard/101 California Avenue (Assessor's Parcel Number [APN] 4292028001) and is bordered by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street. The Hotel Parcel is currently developed with the Miramar Hotel, which consists of 301 hotel rooms[1] and related uses within approximately 262,284 square feet of floor area. The Hotel buildings consist of the six-story Palisades Building, which is a City landmark, at approximately 78 feet in height, the ten-story Ocean Tower at approximately 105 feet in height (135 feet to the top of the elevator tower), the two-story Administration Building at approximately 28 feet in height, the one-story Bungalow Building (defined below) at approximately 14 feet in height, and several one-and two-story bungalow hotel rooms (approximately 15 feet in height for the one-story buildings and approximately 30 feet in height for the two-story buildings).

The L-shaped Palisades Building is located at the corner of Second Street and California Avenue. The Ocean Tower is located perpendicular to Ocean Avenue in approximately the middle of the site, with the 135-foot elevator tower attached to the northeast side of the building. The Administration Building is located along 2nd Street. The Bungalow Building is located parallel to Ocean Avenue southeast of the Ocean Tower. There are one- and two-story bungalows located both (i) on the northern portion of the site adjacent to California Avenue between Ocean Avenue and the Palisades Building and (ii) on the western portion of the site adjacent to Ocean Avenue between the Ocean Tower and California Avenue. The Hotel Parcel also contains the City-designated landmark Moreton Bay Fig Tree and two surface parking lots for hotel guests adjacent to Wilshire Boulevard. The Moreton Bay Fig Tree is located at the lobby entrance to the hotel, southeast of the existing Ocean Tower. The Moreton Bay Fig Tree is currently encircled by the hotel's primary entrance driveway.

The existing hotel also offers several guest amenity spaces including a sit-down restaurant, lobby lounge, retail shops, spa and exercise facilities, meeting spaces and a stand-alone lounge/bar called The Bungalow, which is surrounded by landscaped grounds and outdoor patios on the Ocean Avenue portion of the Hotel Parcel. The Hotel Parcel is generally enclosed by a combination of hedges, fences and buildings which generally limits visits from casual pedestrians and visitors and blocks views into and out of the site. Street trees adjacent to the Hotel Parcel include Canary Island

[1] While the existing hotel has 301 guest rooms, due to a shortage of administrative office space, four rooms have been used for administrative offices for several years, leaving 297 guest rooms currently available to guests.

palm trees along Ocean Avenue and California and ficus, Canary Island palm (*Phoenix canariensis*) and Mexican fan palm trees (*Washingtonia robusta*) along Second Street.

Vehicular access to the Hotel Parcel is currently provided from entrances on Wilshire Boulevard and Ocean Avenue. The Wilshire Boulevard driveway is used during normal hotel operations. The hotel's valet parking operation moves to the Ocean Avenue entrance (a semi-circular driveway located in front of the Ocean Tower with ingress via the south curb cut and egress via the north curb cut) when the Wilshire Boulevard entrance is otherwise unavailable. This is the case when outdoor special events are held under the Moreton Bay Fig Tree approximately 50-70 times a year.

There are 103 existing surface parking spaces on the Hotel Parcel located in two surface parking lots with 64 additional surface parking spaces used by the hotel's valet parking operation and some manager parking located on the Second Street Parcel.[2] Under existing conditions, nearly all employees and visitors who do not utilize the valet or the existing on-site parking park in on-street spaces in the surrounding neighborhood or within public parking garages.

Second Street Parcel

The Second Street Parcel, which is approximately 15,000 square feet (0.3 acre) in size, is located at 1127/1129 Second Street (APN 4292021010 and APN 4292021009) across Second Street from the Hotel Parcel. The Second Street Parcel is currently improved with a 64-space paved surface parking lot used for hotel valet guest and employee parking.

3.1.3 Surrounding Uses

The Project Site is located within the City's Downtown District and within the boundaries of the California Coastal Zone. The Downtown District[3] is the City's core area with a broad mix of commercial (e.g., retail, office, hotel, restaurant, entertainment) and multi-family residential uses. The Downtown District is one of the most intensely developed areas in the City and features a number of high-rise buildings, including along the Ocean Avenue corridor. Nearby regional destinations include Palisades Park, the Third Street Promenade and the open-air Santa Monica Place Shopping Center, and the Santa Monica Beach State park, which includes the Santa Monica Pier and the Marvin Braude bike trail. In addition to commercial uses, the Downtown District provides a substantial number of new housing units, most located in mixed-use buildings. Properties north of the Hotel Parcel across California Avenue are not in the Downtown District and are include medium density residential uses.

Several transit routes are also located in the vicinity, including the Santa Monica Big Blue Bus Rapid 7 Route, which stops at the intersection of Santa Monica Boulevard and 4th Street and provides service along Pico Boulevard to the Wilshire/Western Station, and the Santa Monica Big Blue Bus Wilshire Boulevard Route 2, which stops at the intersection of Wilshire Boulevard and 4th Street and provides service to UCLA and the Hilgard Terminal in Westwood. In addition, the

[2] In addition, the existing hotel has a covenant that "runs with the land" to utilize 60 spaces in the privately owned parking garage located at 120 Wilshire Boulevard through 2053.

[3] The "Downtown District" is defined in the 2010 update of the Land Use and Circulation Element (the "LUCE") of the Santa Monica General Plan.

Metro Local 20 bus route stops at the intersection of Wilshire Boulevard and 4th Street and provides regional service along Wilshire Boulevard to Downtown Los Angeles. Further, the Metro Rapid 7 route is located approximately two blocks to the southeast of the Project Site. The Metro Rapid 720 bus route serves all of downtown Santa Monica and provides access to East Los Angeles. Additionally, the Exposition Light Rail line ("Expo LRT") and its Downtown Santa Monica station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area pursuant to CEQA.

Hotel Parcel

Land uses immediately east of the Hotel Parcel, across Second Street, include a seventeen-story (160') hotel at 1111 Second Street, the Second Street Parcel, a two-story office building at 1137 Second Street, a three-story mixed-use retail and office building at 201 Wilshire Boulevard, and a nine-story (125') office building at 233 Wilshire Boulevard. Land uses immediately south of the Hotel Parcel, across Wilshire Boulevard, include a twenty-one-story (300') office building at 100 Wilshire Boulevard and a seventeen-story (155') residential building at 1221 Ocean Avenue. Land uses immediately north of the Hotel Parcel, across California Avenue, include a fourteen-story (150') residential condominium building at 101 California Avenue and a three-story apartment building at 123 California Avenue. Palisades Park, which follows the top of the bluff along Ocean Avenue, is located immediately west of the Hotel Parcel across Ocean Avenue. Santa Monica Beach State Park is located approximately 0.5 mile west of the Project Site, at the bottom of the bluff and across Ocean Avenue.

Second Street Parcel

The Second Street Parcel is located between the seventeen-story (160') Huntley Hotel and an office building at 1137 Second Street. The Hotel Parcel is to the west of the Second Street Parcel. To the east of the Second Street Parcel across Second Court is a six-story residential condominium building at 1118 Third Street.

3.2 Cumulative Projects

CEQA Guidelines Section 15130(a) states that an EIR shall "discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable." The CEQA Guidelines define cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." Section 15355 of the CEQA Guidelines further states that the individual effects can be various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects.

The Section 15130 of the CEQA Guidelines allows for the use of two different methods to determine the scope of projects for the cumulative impact analysis:

- **List Method –** A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

- **Projections Method** – A summary of projections contained local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

This EIR is primarily based on the List Method. **Table 3-1**, *Cumulative Projects List,* contains a list of under construction, approved, and pending development projects that have been compiled by the City. Environmental topics whose impacts are local in nature take into account the cumulative projects within the geography that is the focus of the environmental topic.

Analyses that pertain to City-wide analyses, notably impacts regarding transportation traffic growth and the provision of services take into account projections in the LUCE, which account for 2030 citywide growth consistent with the LUCE policies. Regional issues regarding the supply of water and treatment of wastewater also take into account regional projections such as those provided by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The cumulative analyses for each environmental issue, including a discussion regarding the identification of relevant cumulative projects are provided in their applicable sections in Chapter 4, *Environmental Impact Analysis*, of this EIR.

TABLE 3-1
CUMULATIVE PROJECTS LIST

No.	Site Address	Status	Project Type	Net New Size [a] (DU, ksf, rooms, or acres)
City of Santa Monica Projects				
1	1305 2nd St*	Under construction	Convert Residential to Office	-48 DU; 25.292 ksf
2	1530 2nd St*	Under construction	Convert Hotel Meeting to Restaurant	3 ksf
3	1201 3rd St	Approved	Retail	3.154 ksf
4	1437 3rd St	Approved	Retail	6 ksf
5	1410 3rd St*	Final	Convert Restaurant to Retail	6.225 ksf
6	1444 3rd St*	Final	Convert Restaurant to Retail	2.996 ksf
7	1301 4th St	Pending	Hotel/Office/Cultural/Affordable Housing Mixed Use	117 hotel rooms; 209 ksf office; 34 ksf retail/cult; 48 DU
8	1235 5th St	Pending	Residential/Retail Mixed Use	23 DU; 1.873 ksf
9	1323 5th St	Pending	Residential/Retail Mixed Use	34 DU; 3.341 ksf
10	1338-1342 5th St	Pending	Residential/Retail Mixed Use	69 DU; 7.025 ksf
11	1425-1427 5th St	Pending	Residential/Retail Mixed Use	92 DU; 1.144 ksf
12	954 5th St*	Final	Residential	1 DU
13	1554 5th St*	Final	Hotel	74.25 ksf
14	1248 5th St	Approved	Adaptive Reuse to Creative Office	46.82 ksf
15	1415-1423 5th St	Approved	Residential/Retail Mixed Use	64 DU;-5.304 ksf
16	1437 5th St	Approved	Affordable housing	43 DU; -6.499 ksf

No.	Site Address	Status	Project Type	Net New Size [a] (DU, ksf, rooms, or acres)
17	2102 5th St	Approved	Residential	1 DU
18	2215 5th St	Approved	Residential	1 DU
19	1437 6th St	Pending	Residential/Retail Mixed Use	40 DU; 1.6 ksf
20	1313-1325 6th St	Approved	Residential/Retail Mixed Use	61 DU; retail 4.86 ksf
21	1238 7th St	Pending	Affordable housing/retail	37 DU; 1.444 ksf
22	1437 7th St	Pending	Residential/Retail Mixed Use	65 DU; -14.86 ksf retail
23	1543-1547 7th St	Pending	Residential/Retail Mixed Use	100 DU; -11 ksf retail
24	1514 7th St	Pending	Affordable housing/retail	50 DU; 1 ksf
25	1557 7th St	Pending	Residential	32 DU
26	2512 7th St	Approved	Residential	3 DU
27	1211 9th St*	Final	Residential	5 DU
28	1827 9th St*	Final	Residential	2 DU
29	1750 10th St*	Final	Residential	7 DU
30	1444 11th St*	Under construction	Residential	2 DU
31	1518 11th St*	Under construction	Residential	5 DU
32	1533 11th St*	Under construction	Residential	2 DU
33	1211 12th St	Approved	Residential	13 DU
34	1820-1826 14th St	Approved	Residential	39 DU
35	1433 14th St*	Final	Residential	19 DU
36	1244 14th St	Approved	Residential	4 DU
37	1434 14th St	Approved	Residential	5 DU
38	1803 16th St*	Final	Residential	10 DU
39	817 16th St	Approved	Residential	1 DU
40	1807 17th St*	Under construction	Residential	4 DU
41	1949 17th St	Approved	Residential	5 DU
42	1840 17th St	Approved	Residential	4 DU
43	1136 18th St*	Final	Residential	1 DU
44	1433 18th St*	Final	Residential	5 DU
45	1927 18th St*	Under construction	Residential	2 DU
46	1443 18th St	Approved	Residential	10 DU
47	1419 19th St*	Under construction	Medical Office addition	5.3 DU
48	1927 19th St*	Under construction	Residential	0 DU
49	1718 20th St*	Under construction	Autobody shop addition	0.443 ksf
50	1420 20th St	Approved	Residential	-2 DU
51	1422 20th St	Approved	Residential	-2 DU
52	1900 20th St	Approved	Residential	3 DU
53	1035 21st St	Approved	Residential	2 DU
54	1121 22nd St	Approved	Residential	2 DU

No.	Site Address	Status	Project Type	Net New Size [a] (DU, ksf, rooms, or acres)
55	1236 25th St*	Final	Residential	1 DU
56	2323 28th St*	Final	Residential	6 DU
57	3201 Airport Avenue	Approved	Airport Park Expansion	12 acre
58	1216 Arizona Ave	Approved	Residential	1 DU
59	1038 Bay St*	Final	Residential	1 DU
60	212 Bay St	Approved	Residential	3 DU
61	1014 Bay St	Approved	Residential	2 DU
62	1342 Berkeley	Approved	Affordable housing	8 DU
63	500 Broadway*	Under construction	Residential/Retail Mixed-Use	309 DU; 22,997 sf
64	3004 Broadway*	Under construction	Residential	4 DU
65	2225 Broadway	Approved	Residential/Retail Mixed Use	13 DU; 2.751 ksf
66	1452 23rd St	Approved	Retail/Restaurant	2.751 ksf
67	1329 California Ave*	Under construction	Residential	3 DU
68	1649 Centinela Ave	Approved	Residential	2 DU
69	711 Colorado Ave	Pending	Affordable housing with Retail	56 DU; 2 ksf
70	1445-1453 10th St	Pending	Affordable housing	37 DU
71	1242 20th St/ 1925 Arizona	Pending	R&D/Medical Office	65 ksf
72	2002 21st St	Pending	Residential	2 DU
73	1665 Appian Way	Pending	Residential	-1 DU
74	603 Arizona Ave	Pending	Hotel	27.5 ksf
75	501 Broadway	Pending	Residential	94 DU
76	120 Colorado Ave	Pending	Residential	25 DU
77	525 Colorado Ave	Pending	Residential/Retail Mixed Use	40 DU; 1.919 ksf
78	1431 Colorado Ave	Pending	Residential/Retail Mixed Use	50 DU; -6.556 ksf
79	601-609 Colorado Ave	Pending	Residential/Retail Mixed Use	140 DU; 5 ksf
80	711 Colorado Ave	Pending	Residential/Retail Mixed Use	56 DU; 2 ksf
81	302 Colorado Ave*	Under construction	Convert Retail to Office/ Restaurant	7.365 ksf
82	2834 Colorado Ave*	Under construction	Creative Office/Retail	133 ksf; 9 ksf
83	2930 Colorado Ave*	Under construction	Residential/Retail/Office Mixed Use	324 DU; 24.94 ksf retail; 4.2 ksf office; -70 trailers
84	501 Colorado Ave*	Final	Hotel	76.25 ksf
85	2041 Colorado Ave	Approved	Creative Office	15 ksf
86	2121 Cloverfield/ 2301 Pico*	Final	Convert Office to Grocery /Restaurant	53 ksf
87	1450 Cloverfield	Approved	Residential/Retail	34 DU; 7.384 ksf
88	1707 Cloverfield	Approved	Residential/Retail Mixed Use	63 DU; 7,466 ksf
89	1645 Euclid St	Pending	Creative Office	23 ksf

No.	Site Address	Status	Project Type	Net New Size [a] (DU, ksf, rooms, or acres)
90	1550 Euclid St*	Under construction	Office & Restaurant	33.946 ksf; 4.13 ksf
91	3214 Highland*	Final	Residential	-2 DU
92	1427 Lincoln Blvd	Pending	Residential	15 DU
93	2120 Lincoln Blvd	Pending	Affordable housing with retail	37 DU; 0.5 ksf
94	3280 Lincoln Blvd	Pending	Retail	4 ksf
95	1560 Lincoln Blvd*	Under construction	Residential/Retail Mixed Use	100 DU; 9.402 ksf
96	1601 Lincoln Blvd*	Under construction	Residential/Retail Mixed Use	90 DU; 6.448 ksf
97	1613-1637 Lincoln Blvd*	Under construction	Residential/Retail Mixed Use	193 DU; -8.784 ksf
98	1626 Lincoln Blvd*	Under construction	Affordable housing	64 DU
99	1641-1645 Lincoln Blvd*	Under construction	Residential	78 DU; -0.11 ksf
100	1670 Lincoln Blvd*	Final	Conversion of Medical Office to Restaurant	5.352 ksf
101	2919 Lincoln Blvd*	Under construction	Residential	10 DU
102	1318 Lincoln Blvd	Approved	Residential/Retail Mixed Use	43 DU; 3.437 ksf
103	1430-1444 Lincoln Blvd	Approved	Residential/Retail Mixed Use	100 DU; 5.878 ksf
104	1437-1443 Lincoln Blvd	Approved	Residential/Retail Mixed Use	29 DU; -8.5 ksf
105	1447 Lincoln Blvd	Approved	Retail addition	4 ksf
106	1650-1660 Lincoln Blvd	Approved	Residential/Retail Mixed Use	98 DU; -14.808 ksf
107	2903 Lincoln Blvd	Approved	Residential/Retail Mixed Use	47 DU; 14.475 ksf
108	2740-2750 Main St	Pending	Retail	4.8 ksf
109	1685 Main St*	Under construction	Government Office	45 ksf
110	3030 Nebraska Ave	Pending	Residential/Office Mixed Use	176 DU; 66.1 ksf
111	423 Ocean Ave	Approved	Residential	4 DU
112	1828 Ocean Ave	Approved	Residential	83 DU
113	1736 Ocean Front Walk	Approved	Conversion of Retail to Restaurant	2.044 ksf
114	1921 Ocean Front Walk	Approved	Residential/Retail Mixed Use	23 DU; 1.97 ksf
115	436 Pier Ave	Pending	Residential	2 DU
116	723 Pier Ave*	Under construction	Residential	1 DU
117	1112-1122 Pico Blvd*	Under construction	Residential	32 DU
118	3205 Pico Blvd*	Under construction	Office	4.81 ksf
119	234 Pico Blvd	Approved	Residential/Retail Mixed use	105 DU; -13.041 ksf
120	2929 Pico Blvd	Approved	Office/Retail	12.066 ksf; 6.284 ksf
121	1514 Princeton	Approved	Residential	2 DU
122	1327-1333-1337 Ocean Ave/101-129 Santa Monica Blvd	Pending	Residential/Hotel/Museum/ Retail	100 DU; 120 hotel rooms; 71 ksf

No.	Site Address	Status	Project Type	Net New Size [a] (DU, ksf, rooms, or acres)
123	2121 Santa Monica Blvd	Pending	Saint John's Hospital and health care	572 ksf
124	1919 Santa Monica Blvd*	Final	Convert Office to Medical Office/cafe	25.2 ksf
125	3008 Santa Monica Blvd*	Under construction	Residential	26 DU
126	1402 Santa Monica Blvd*	Final	Auto dealership	33.75 ksf
127	2906-2918 Santa Monica Blvd	Pending	Residential	40 DU
128	1802 Santa Monica Blvd	Approved	Residential	-18 DU
129	2822 Santa Monica Blvd	Approved	Residential	46 DU
130	2901 Santa Monica Blvd	Approved	Residential	49 DU
131	1618 Stanford	Approved	Residential	43 DU
132	1660 Stewart St*	Final	Santa Monica College Addition	20 ksf
133	122 Strand St	Approved	Residential	-1 DU
134	2219 Virginia Ave	Approved	Residential	2 DU
135	214 Wilshire Blvd*	Final	Convert Retail to Restaurant	7.986 ksf
136	331 Wilshire Blvd*	Final	Convert Retail to Restaurant	2.453 ksf
137	710 Wilshire Blvd*	Under construction	Adaptive Reuse to Hotel	150.148 ksf
138	2300 Wilshire Blvd*	Under construction	Residential/Retail Mixed Use	30 DU; 25 ksf
139	2729 Wilshire Blvd	Pending	Residential	9 DU
140	3223 Wilshire Blvd	Pending	Residential/Retail Mixed Use	53 DU; -6.169 ksf
141	601-611 Wilshire Blvd	Approved	Residential/Retail Mixed Use	40 DU; -1.779 ksf
142	2919 Wilshire Blvd	Approved	Retail	9.799 ksf
City of Los Angeles Projects				
143	825 Hampton Dr	Approved	Residential, Restaurant	6.5 ksf
144	12431 Rochester Ave*	Under construction	Residential	50 DU
145	1449 Wellesley Ave*	Under construction	Hotel	88 rooms
146	1035 Swarthmore Ave*	Final	Retail	58.3 ksf
147	1414 Main St*	Under construction	Residential, Retail	26 DU
148	811 Ocean Front Walk*	Under construction	Residential, Restaurant	2.7 ksf
149	100 Sunset Ave	Approved	Supportive Housing	154 DU

SOURCE: City of Santa Monica and Transportation Impact Analysis prepared by Fehr & Peers, 2020.

[a] ksf listed represent floor area of the commercial use (retail, office, etc); a negative (-) indicates a loss of commercial space due to demolition of existing space

* Projects marked with (*) asterisks indicate projects that are completed and/or will be completed by 2020 and considered in the traffic analysis for Approval Year (2020). All projects listed herein are included in the traffic analysis for Future Year (2025).

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CHAPTER 4
Environmental Impact Analysis

4.1 Aesthetics

4.1.1 Introduction

This section of the EIR describes the existing aesthetic setting of the Project and evaluates the potential environmental effects of the Project related to scenic vistas, scenic resources, light and glare, shade/shadow and consistency with the City's regulations, including policies related to scenic quality. Public Resources Code (PRC) Section 21099(d)(1) (as amended by Senate Bill (SB) 743) changes the way in which environmental impacts related to transportation and aesthetics are addressed in an EIR. Specifically, Section 21099(d)(1) of the Public Resources Code (PRC) states that a project's aesthetic impacts shall not be considered significant impacts on the environment if:

1. The project is a residential, mixed-use residential or employment center project, and
2. The project is located on an infill site within a transit priority area, which includes areas within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The Project meets the criteria set forth in PRC Section 21099(d)(1) because it: (1) is a mixed-use development on an two infill properties within an established urban area where all the Project boundaries either abut existing urban development or are separated by urban development only by an improved public right-of-way; and (2) the Project Site is within one-half mile of a major transit stop, including those stops provided by Santa Monica Big Blue Bus Route 2 and Los Angeles County MetroRapid Route 720, both of which travel the length of Wilshire Boulevard between the City of Santa Monica and downtown Los Angeles as well as the Exposition Light Rail line Downtown Santa Monica station, which is located at the intersection of Colorado Avenue and 4th Street. As an urban infill site within a transit priority area, the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is therefore generally exempt from analyzing aesthetic resource impacts pursuant to CEQA. Therefore, because the Project meets applicable criteria under PRC Section 21099(d)(1) as a transit oriented infill project, the Project's impacts related to aesthetics is provided in this EIR for informational purposes only. Furthermore, PRC Section 21099(d)(2)(A) also states that the regulation does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

4.1.2 Environmental Setting

4.1.2.1 Aesthetic Character

Surrounding Area Visual Characteristics

The Project Site is located in the urbanized Downtown Santa Monica. The four public streets directly serving the Project Site include Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street. The visual characteristics of these street edges, which are visually accessible to the public, are discussed below.

Downtown Santa Monica

Downtown Santa Monica as identified in the General Plan Land Use and Circulation Element (LUCE), is an active, pedestrian-oriented district with a great diversity of uses, including retail and entertainment uses that contribute to the City's high activity level throughout the day and into the evening hours. Laid out in a 60-block grid, the Downtown terminates at Ocean Avenue and Palisades Park at its west boundary. The Third Street Promenade, a nationally-known public and private open space running between Wilshire Boulevard and Broadway, contributes greatly to a vibrant atmosphere found in this region. The Promenade and the nearby streets, such as Second Street, Fourth Street, Ocean Avenue, Santa Monica Boulevard, and Broadway provide a wide range of active ground floor retail and restaurant uses enhanced by sidewalk dining, large retail windows, seating, streetlights, and landscaping, which contribute to pedestrian activity levels. Most buildings are constructed to the street edge; thus, reducing vehicle interference with direct visual and physical access to building interiors and enhancing a vibrant connection between pedestrians and the commercial uses.

Buildings in the Downtown exhibit a variety of architectural styles and heights. Buildings that contribute to Downtown's unique aesthetic character include its Spanish Colonial Revival, Art Deco, and Streamline Moderne and iconic brick buildings constructed in the 1920s and 1930s. The skyline varies from one- to six-story buildings interspersed with a few taller buildings (over seven stories in height), many of which are clustered in the north part of Downtown near or along Ocean Avenue. The taller buildings, such as the 13-story Bay Cities Clock Tower building at 225 Santa Monica Boulevard, provide dimension and context to the skyline. The Clock Tower Building (173 feet in height) was constructed in 1929/1930 and served as the tallest structure in the Downtown for several decades. The existing tallest buildings are the 300-foot-high 100 Wilshire Building, constructed in 1971, and the 180-foot-high Pacific Plaza (1431 Ocean Avenue), constructed in 1963. As summarized in **Table 4.1-1**, *Summary of Near-by High-Rise Buildings*, the 100 Wilshire Building as well as other high-rise buildings are located in proximity to the Project Site.

TABLE 4.1-1
SUMMARY OF NEAR-BY HIGH-RISE BUILDINGS

Building	Distance from Project Site	Stories/Height
Huntley Hotel - 1111 2nd Street	Adjacent to north side of the Second Street Parcel	160 feet
100 Wilshire Boulevard Building	75 feet to the south	300 feet
101 California Avenue Building	95 feet to the north	150 feet
1221 Ocean Avenue Residences	200 feet to the south	160 feet
233 Wilshire Boulevard Building	280 feet to the east	125 feet
4th and Wilshire Building	850 feet to the east	160 feet

SOURCE: ESA, 2019.

At present, fourteen buildings over 84 feet in height are located within the Downtown. In addition, the Downtown contains 27 designated landmark buildings and a number of buildings on the City's Historic Resources Inventory.[1] There are 21 historic resources within an approximately 0.15-mile radius of the Project Site (see Section 4.5, *Historical Resources*, of this EIR).

Landscapes, such as Palisades Park, which runs along Ocean Avenue above the Palisades Bluffs, expansive beaches and ocean views, and the City's approximately 1,500 street trees create a visually attractive landscape in the Downtown.

Wilshire Boulevard

The Wilshire Boulevard corridor is a highly urbanized area of primarily office, retail, and restaurant uses. Primary visual resources include Mexican fan palms and camphor, carrotwood, and Brisbane box sidewalk trees. Low-rise buildings along with several high-rise buildings are located on Wilshire Boulevard in the Project area, including a 12-story office building at 401 Wilshire Boulevard, a 9-story office building at 233 Wilshire Boulevard, and a 21-story office building at 100 Wilshire Boulevard. Westbound Wilshire Boulevard provides an open view corridor to Santa Monica Bay and is designated from the City boundary to Ocean Avenue as a scenic corridor in the City of Santa Monica Scenic Corridors Element. The street has no particular architectural theme, but buildings are a generally attractive array of modern, brick veneer, and Spanish Baroque Revival, as is much of Downtown Santa Monica. Historic buildings include the 710 Wilshire, 301 Wilshire, 312 Wilshire, and 507-517 Wilshire buildings.[2] Sidewalks are approximately 12 feet in width and channelized views west of Third Street include the ocean, open sky, and Palisades Park. The street contains no street median or distinctive landscaping except for mature fan palms along both sidewalks. Wilshire Boulevard at 3rd Street serves, however, as the north gate of the Santa Monica Promenade.

1 City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017, Table 3.7-1, pages 3.7-12 and 3.7-13. Available at: https://www.smgov.net/departments/pcd/plans/downtown-community-plan/.

2 City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017, page 3.3-12.

Ocean Avenue and Palisades Park

Ocean Avenue is an urban street with ocean views characterized by a variety of mid- and high-rise residential buildings, high-rise commercial buildings, and low rise restaurant, retail, art gallery, and office uses along its east edge and by the linear Palisades Park along its west edge. Ocean Avenue from the north City boundary to Barnard Way is a designated scenic corridor in the City of Santa Monica Scenic Corridors Element. Street landscaping along Ocean Avenue includes tall Canary Island date and Mexican fan palms. Buildings along the street are characterized by diverse architectural styles, including Spanish Revival, modern, Art Deco, and Craftsman. Historic buildings include the Palisades Wing/Moreton Bay Fig Tree (at the Project Site), the Georgian Hotel, Shangri-La Hotel, Gussie Moran House, and the Victorian House.[3] Taller buildings (up to 300-feet in height) interspersed with lower scale buildings along Ocean Avenue include the 21-story, 100 Wilshire Boulevard office building, and the 17-story, 1221 Ocean Avenue residential building. Land uses to the north of California Avenue are primarily residential, with taller buildings located in the north sector of Ocean Avenue. Commercial buildings along Ocean Avenue are typical contemporary California beach architecture style. Ocean Avenue experiences high vehicular, pedestrian and cyclist traffic throughout the day and evening. Sidewalks on the eastern side are approximately 18 feet in width. The street corridor provides views of the Santa Monica Mountains, Santa Monica Bay, the Santa Monica Pier, open sky, beaches, and Palisades Park.

Palisades Park, which is situated at the top of the bluffs and runs along the west side of Ocean Avenue, is a prominent feature of Ocean Avenue and is a City designated landmark. The park, which is landscaped with a strip of continuous lawn and distinctive palm trees along the street edge, as well as a broad range of exotic trees, provides a visual and open space respite between Santa Monica's highly urbanized center and the Bay. Following the top edge of the bluffs, the park features pedestrian pathways and lawns and provides broad vistas of Santa Monica Bay and the Santa Monica Mountains. The park also contains a rose garden and several works of public art, including an 18-foot-high art deco statue of Saint Monica across from the Wilshire Boulevard terminus. The statue was installed as a Public Works of Art Project in 1934. Other art objects are also located within this area, including the stone monument to Juan Rodriguez Cabrillo's discovery of Santa Monica Bay and the contemporary Overlook Beacon near California Avenue.

California Avenue

California Avenue in the Project vicinity is a multi-family residential street characterized by low- and mid-rise buildings; however, a 13-story residential building is located at the northeast corner of California Avenue ~~Street~~ and Ocean Avenue. California Avenue features a landscaped median and sidewalk parkways and provides for on-street parking. Street trees along the sidewalk are primarily mature Mexican fan palms mixed with eucalyptus trees. The majority of buildings are of a contemporary architectural style. Building setbacks along the street are landscaped with small shrubs and ornamental trees, such as flowering acacias and smaller palm varieties.

[3] City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, op. cit, page 3.3-7.

Second Street

Mature landscaping along Second Street includes Indian laurel fig and Canary Island date palm street trees. Buildings along Second Street are characterized by varied building heights, and (between Wilshire Boulevard and California Avenue~~Street~~) include the 17-story Huntley Hotel at 1111 Second Street, a two-story office building at 1137 Second Street, a three-story mixed-use retail and office building at 201 Wilshire Boulevard, and a nine-story office building at 233 Wilshire Boulevard. A gated surface parking lot associated with 201 Wilshire Boulevard faces Second Street. To the south of Wilshire Boulevard, the street is generally lined by offices or other non-retail uses and entrances to subterranean or above-grade parking structures. Streetscape, such as seating, is minimally available. Historic buildings along Second Street include the three-story, Renaissance Revival Mar Vista apartments at 1305 Second Street and the single-story William Rapp Saloon (built in 1875) at 1438 Second Street. These buildings are located to the south of Arizona Avenue and Santa Monica Boulevard, respectively. Sidewalk widths average approximately 14 feet. Open sky and distant views through the street corridor are less available due to the thick canopy of Indian laurel fig street trees and the narrower street dimensions than along Wilshire Boulevard, Ocean Avenue, and California Avenue~~Street~~.

Visual Characteristics of the Project Site

Hotel Parcel

Existing development has occurred over a period of time on the Hotel Parcel and consists of the six-story Palisades Building constructed in 1924, the two-story Administration Building constructed in 1939, the one-story Meeting/Bungalow Building and several one- and two-story buildings consisting primarily of bungalows constructed in 1938 and 1946, and the ten-story Ocean Tower commissioned in 1959. The existing Ocean Tower includes a 12-story elevator tower at the northeast side of the building. Two on-site surface parking lots are located adjacent to Wilshire Boulevard. The spatial arrangement of the existing on-site buildings, as well as the on-site parking lots and driveways, is depicted in Chapter 2, Project Description, Figure 2-2, Project Site and Surrounding Development, of this EIR.

The Palisades Building is an 89-year-old City of Santa Monica historic Landmark. As discussed in Chapter 2, Project Description, of this EIR, the Hotel Parcel also contains the historic Moreton Bay Fig Tree, another City of Santa Monica Landmark planted in 1879. In addition to the Moreton Bay Fig Tree, landscaping within the Hotel Parcel contains numerous mature Canary Island palm trees along Ocean Avenue and California; ficus, Canary Island palm, and Mexican fan palm trees along Second Street; and extensive landscaping, including mature ornamental trees, interior to the Project Site. Interior landscaping is lusher in the area surrounding the existing one- and two-story bungalows than on other portions of the Hotel Parcel. The street edges are faced by a landscaped masonry wall and ornamental shrubs, which restrict views into the Hotel Parcel. The north edge of the site along California Avenue is lined with palm trees. The palm trees along California Avenue and the historic Palisades Building and Moreton Bay Fig are distinctive aesthetic resources characterizing the Project Site.

Second Street Parcel

Existing development on the Second Street Parcel is limited to a surface parking lot used by Hotel valet operations.

4.1.2.2 Viewsheds

View Resources in the Area

Panoramic views that can be enjoyed from the area surrounding the Project Site are views of Santa Monica Bay, Santa Monica Beach and Pier, Santa Monica Mountains as seen from the south, Palos Verdes Peninsula as seen from the north, and the Santa Monica skyline as viewed from the bay, beach, or approaching highways to the north and south of the City. Distant views of Santa Catalina Island are also considered important panoramic view resources however such views are only periodically accessible on clear days. The Santa Monica skyline adds variety and texture to horizon views of the coast as viewed from southbound Pacific Coast Highway and from off-shore. Panoramic views of the ocean are a valuable aesthetic resource because of the visible sky and distant horizon, changing colors and properties of the water, the contrasting strand of beach, and the emotional aspect of the continent's edge experienced by many viewers. The Santa Monica Mountains and Palos Verdes Peninsula form the north and south frame of Santa Monica Bay and, thus, enhance the vista.

The Santa Monica Pier is also considered a valuable focal view resource and is a prominent Santa Monica landmark. Other focal view resources in the area include Palisades Park, public art within the park visible from the street, and Santa Monica's historical landmarks.

Views of and across the Project Site

The Project Site is visible from adjacent streets (Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street), Palisades Park, and the bike path along the beach (Marvin Braude bike trail). Existing views of the Project site from these areas are illustrated in Figures 4.1-4 through 4.1-12. When viewed from the Santa Monica Beach and the Marvin Braude bike trail, the Project Site is visible along the horizon. This occurs because the upward angle from the view location blocks views of any background to the east of Ocean Avenue. The Project site would also be visible as a component of the Santa Monica skyline when viewed from southbound Pacific Coast Highway or from the Santa Monica Pier. As shown in the figures, views of Santa Monica Bay or other scenic areas and resources are not visible across the site from public locations because of the density of existing buildings within the Project Site or along the street edges between the viewer and the Project Site. Views across the Project Site of a strand of the Santa Monica Beach and Santa Monica Bay are available from the Huntley Hotel to the north of the Second Street Parcel and east of the Hotel Parcel.

4.1.2.3 Light and Glare

The Project Site is currently developed and located in a highly urban area characterized by abundant night lighting from street lights, automobile head lights, businesses such as restaurants that are open during evening hours, and mid- and high-rise residential buildings that are occupied

during the evening hours. Glare in this area is generally associated with the reflection of the sun off window glass and metal objects, such as automobiles. Glare is also associated with some illuminated signage on office buildings or street-level business signs.

4.1.2.4 Shade, Shadows, and Solar Access

The concentration of mid- to high-rise buildings within the Hotel Parcel of the Project Site, including the six-story Palisades Building (approximately 78 feet in height), the ten-story Ocean Tower (approximately 105 feet in height and 135 feet to the top of the elevator tower), the two-story Administration Building (approximately 28 feet in height), the one-story Bungalow Building (approximately 14 feet in height), and several one-and two-story bungalow hotel rooms (approximately 15 feet in height for the one-story buildings and approximately 30 feet in height for the two-story buildings, creates varying patterns of shadows that rotate in a sweeping arc toward the west, north, and east, according to the movement of the sun. The existing surface parking on the Second Street parcel does not create any off-site shading.

Facilities and operations considered sensitive to the effects of shading include solar collectors; residential uses; primarily outdoor-oriented retail uses (e.g., certain restaurants); or routinely useable outdoor spaces associated with recreational, institutional (e.g., schools), or residential land uses. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce. Taller off-site buildings in the vicinity generating shadows include a 21-story office building at 100 Wilshire Boulevard and a 17-story apartment building at 1221 Ocean Avenue. Shade sensitive uses in the Project vicinity include residential buildings along California Avenue and Second Street, particularly balconies and recreation decks and yards. No schools, parks, outdoor restaurants, or solar collectors are located in the area immediately surrounding the Project Site.

4.1.3 Regulatory Framework

4.1.3.1 State of California

Public Resources Code Section 21099

As previously described, PRC Section 21099(d)(1) changes the way in which environmental impacts related to transportation and aesthetics are addressed in an EIR. As an urban infill site within a transit priority area, the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is therefore generally exempt from analyzing aesthetic resource impacts pursuant to CEQA.

PRC Section 21099(d)(2)(A) also states that the regulation does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies. The City considers aesthetics of projects through its discretionary review process and its Architectural Review Board design review process.

California Coastal Act

The California Coastal Act (PRC Section 30000 et seq.) prioritizes protection of important scenic resources and views from public areas, such as highways, roads, beaches, and trails under two provisions relevant to the Downtown Community Plan:

Section 30251: "The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and where feasible, to restore and enhance visual quality in visually degraded areas…"

Section 30253: New development shall: "(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. The California Coastal Commission has defined special communities as "areas that add to the visual attractiveness of the coast."

California Scenic Highway Program

The California Scenic Highway Program was created by the Legislature in 1963 for the purpose of preserving and protecting scenic highway corridors from change that would diminish the aesthetic values of land adjacent to highways. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The Pacific Coast Highway (PCH or State Route 1), located less than a mile west of the Downtown below the Palisades Bluffs, is eligible for State Scenic Highway designation. However, it is not currently designated as scenic by the state, the County of Los Angeles, or City of Santa Monica. The nearest designated state scenic highways is Topanga Canyon Boulevard (SR 27), located approximately 4.4 miles to the north of the City of Santa Monica.[4]

4.1.3.2 Local

The City of Santa Monica General Plan consists of several elements pertinent to Aesthetics. These include the Land Use and Circulation Element (LUCE), Conservation Element, Open Space Element, and Scenic Corridors Element. The objectives of the prior Scenic Corridors Element were replaced by the scenic highway objectives of the City of Santa Monica Local Coastal Plan, discussed further below.

[4] State of California, Caltrans, State Scenic Highway Mapping System, available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ and http://www.dot.ca.gov/design/lap/livability/scenic-highways/. Accessed April 14, 2019.

City of Santa Monica General Plan Land Use and Circulation Element

The LUCE of the Santa Monica General Plan (SMGP) (Revised 2015) provides a range of policies that apply to aesthetics and neighborhood character.[5] The LUCE sets forth goals that are implemented by specific policies. An analysis of Project consistency with the applicable goals and policies of the LUCE is provided in Table 4.12-3, which is contained in Section 4.12, *Land Use and Planning*, of this EIR. Goals of the LUCE which are supported by policies specifically applicable to aesthetics include the following:

Goal LU4: Sustainable Neighborhoods - Create complete neighborhoods that exemplify sustainable living practices with open spaces, green connections, diverse housing, local employment, and local-serving businesses that meet the daily needs of residents and reduce vehicle trips and GHG emissions.

Goal LU12: Historic Preservation - Encourage Historic Preservation Citywide – Preserve buildings and features which characterize and represent the City's rich heritage.

Goal LU13: Preserve Community Identity - Preserve and enhance the City's unique character and identity, and support the diversity of neighborhoods, boulevards, and districts within the City.

Goal LU15: Enhance Santa Monica's Urban Form - Encourage well-developed design that is compatible with the neighborhoods, responds to the surrounding context, and creates a comfortable pedestrian environment.

Goal LU17: Increase Open Space - Increase the amount of open space in the City and improve the quality and character of existing open space areas ensuring access for all residents.

Goal LU20: Promote the Urban Forest - Maintain a citywide pattern of street trees to reduce greenhouse gases (GHG) and heat gain, provide biodiversity, and provide shade to create a comfortable pedestrian environment.

Open Space Element

The Open Space Element (2001) describes open space as a key ingredient of a pleasant and functional urban design.[6] Open space is described as containing a number of attributes, among which are vital opportunities for rest and contemplation. Contributing factors are the City's trees, other greenery, and public art, as well as the City's parks and natural geographic features. Objectives of the Open Space Element that incorporate policies applicable to aesthetics include the following:

Objective 1: **Develop and maintain a diversified and balanced system of high-quality open space:** A diversity of public open spaces need to be developed and maintained, created by a hierarchy of role and function and balancing the need for natural open spaces, developed parks, public gathering spaces and open space linkages within the community.

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5 City of Santa Monica, General Plan, Land Use and Circulation Element, Available at: https://www.smgov.net/departments/pcd/plans/general-plan/land-use-and-circulation-element/

6 City of Santa Monica General Plan, Open Space Element, Available at: https://www.smgov.net/uploadedFiles/Departments/PCD/Plans/General-Plan/Open-Space-Element/Adopted-Open-

Objective 7: **Clarify City form and structure:** Open space is a key element in defining City form and identity. It can help shape the urban landscape and develop a sense of place. Landscape elements can distinguish a community from its neighbors and mark important entry points.

Objective 8: **Heighten the sense of nature in the City:** Most Santa Monicans place a high value on access to the natural world. However, most of our time is spent within the City –an area where the natural world has been significantly altered. By heightening the sense of nature in the City, the opportunity to forge contacts with natural elements -- trees, earth, water, fresh air and sky – is provided to a population increasingly isolated from nature.

Objective 9: **Increase the accessibility of open space:** Consideration should be given to enhancing accessibility in the largest sense of the word. It implies physical access and the reduction of barriers; visual access with treatments that punctuate the horizon and increase the legibility of open spaces; as well as environmental access and the need of each park and open space to have access to the sun and a sense of nature.

Objective 10: **Incorporate art and cultural events into park design:** Art in public places plays an important role in adding depth and meaning to open space. Public art can work at many levels, contributing an enhanced understanding of social context, heightening environmental awareness and clarifying community intent. Public visual art as well as cultural events should be integrated into City open spaces.

Applicable policies are compared to these objectives in Table 4.1-4, Section 4.b, Impacts Analysis, below.

Conservation Element

The Conservation Element (1975) addresses the City's natural resources.[7] The purpose of this Element is to evaluate, protect, and enhance the City's natural resources. Goals and objectives of the Open Space Element that incorporate policies applicable to aesthetics include the following:

Goal: Preservation of the ecological balance and natural resources of the city and conservation of the energies and materials without serious interference with community needs:

Objective 1: Preserve areas that should be protected for future generations due to their unique structure, historical importance, and natural beauty.

Goal: A community whose appearance is in harmony with itself and its setting:

Objective 1: Establish certain areas as visually important due to location, architectural or natural beauty, and establish general design criteria for new development in these areas

Objective 2: Conserve and enhance the appearance of our oceanfront.

The Conservation Element identifies the coastal area as a major natural resource and states that "the aesthetic aspects of this section of beach [Santa Monica Bay] are of prime concern as the panoramic view of Santa Monica Bay is fully visible, not only by beach goers, but from vantage

[7] City of Santa Monica General Plan, Conservation Element, 1975. Available at: https://www.smgov.net/departments/pcd/plans/general-plan/conservation-element/

points along Palisades Park. For continued enjoyment of the area, there should be ongoing efforts to prevent development that obstructs or detracts from the visual environment, and efforts should be made to extend the natural park-like quality into adjacent areas."[8]

City of Santa Monica Downtown Community Plan

The Downtown Community Plan (DCP) was adopted as the Downtown specific plan by the City Council in August 2017. The DCP, along with related Zoning Ordinance amendments, implements the LUCE vision for the Downtown, including the Project Site. Santa Monica's Downtown is one of the County's most recognizable city centers, framed by Santa Monica Bay and mountains. The quality and charms of its buildings, public spaces, urban-scale ambience, access to beaches, and walkability make it a destination for locals and visitors.[9]

The DCP includes detailed actions to guide new public and private development within the Downtown District, including urban form, circulation, open space, arts and culture, economic sustainability, housing, and historic preservation. The vision expressed in the DCP is that the overall scale of the area will have changed very little, but that striking new architectural landmarks the complement the well-preserved historic fabric of Santa Monica's civic heart.[10] Principles guiding the DPC include: "Maintain the 'Our Town' character of Downtown Santa Monica." The intention of this principle is to preserve the charm and character of the Downtown by requiring new development to contribute to high standards of architecture, urban design, and landscaping.[11]

The Hotel Parcel is located in the DCP's Ocean Avenue Transition subarea and in the Established Large Sites (ELS) Overlay. The ELS Overlay is provided for three sites in the Downtown, which were determined by the DCP to have the potential to accommodate significant new development and provide significant community benefits. The ELS Overlay designation allows any project on the Hotel Parcel to request approval for development up to 130 feet in height and a 3.0 FAR subject to the project entitlement approval being processed through a development agreement, as well as compliance with other specified requirements. Table 2A.4 of the DCP lists public open space and historic preservation as preferred onsite community benefits.[12] The Project Site is also located within the Ocean Transition (OT) Zone. The OT zoning district is intended to promote public and private enhancements to make Ocean Avenue a more consistently enjoyable walking experience and more integrated into the larger Downtown multi-modal circulation network. Standards for the district support the overall improvement of the pedestrian experience, restaurants with outside dining, small-scale retail and services, and housing and office uses on upper floors.[13] Second Street Parcel is located in the DCP's Wilshire Transition (WT) zoning

8 City of Santa Monica, Conservation Element, 1975, page 7

9 City of Santa Monica, Downtown Community Plan, July 2018, page 3. Available at: https://www.smgov.net/uploadedFiles/Departments/PCD/Plans/Downtown-Specific-Plan/FINAL%20DCP_web.pdf. Accessed March 29, 2019.

10 Downtown Community Plan, July 2018, page 1.

11 Downtown Community Plan, page 4.

12 Downtown Community Plan, page 30.

13 Downtown Community Plan, page 175.

district, which is intended to support the smaller, local-serving uses that provide easily-accessible goods and services and to provide opportunities for housing above the ground floor of new development. The proposed scale is in the WT District is established to be complementary to its urban context in the Downtown and provide new buildings that are consistent to its urban context in the Downtown and provide new buildings that are consistent with the scale of nearby residential uses.[14] Standards in the WT District for 100 percent Affordable Housing Projects are 2.75 FAR and 60 feet in height. The Project is compared to applicable policies of the DCP in Section 4.1.4.4, Project Impact Analysis, below.

Urban Forest Master Plan

The trees in any public street or public place in Santa Monica are collectively referred to as a Community Forest and are managed by the City Public Landscape Division. The City's Urban Forest Management Plan (UFMP) includes objectives to enhance the urban forest, promote conservation of tree resources, maintain trees in a healthy condition, ensure optimum tree planting, and public education. City Public Landscape staff review and field check construction plans for street tree code requirements to ensure protection of street trees and review and field check landscape plans as well. The UFMP states that the best option for existing public trees is to retain them in their existing locations. However, relocation and/or replacement of public trees may be considered as part of new city public improvement projects. All tree relocations and plantings in the public right-of-way are subject to review and approval by the City Council upon completion of each project's community design and commission review process.

City of Santa Monica Land Use Plan of the Local Coastal Program

The California Coastal Act, discussed above, assigned planning responsibility to each local coastal jurisdiction to develop a long-range management plan, or Local Coastal Program (LCP) for the portion of the Coastal Zone within its jurisdiction. These LCPs, which include both a Land Use Plan and Implementation Plan, must respond both to local needs and conditions and to the overall requirements and policies of the Coastal Act. Within the City of Santa Monica, the Coastal Zone extends to approximately Fourth Street (north of Pico Boulevard). The City's LCP Land Use Plan (updated in 2018) reflects current conditions in the Coastal Zone, including: policies adopted over the last quarter century; changes in the City's built environment; advances made toward implementing a sustainable approach to mobility and coastal access; projects that have successfully reduced and recycled stormwater runoff; and the need to adapt to climate change, sea level rise, and anticipated shoreline changes. The Implementation Plan for Santa Monica's LCP will be submitted for certification to the California Coastal Commission at a later date following certification of this LUP.[15]

The Hotel Parcel and Second Street Parcel are both located in Subarea 5, the Downtown subarea in the LUP. As discussed in the LCP, Ocean Avenue is one of the City's most scenic boulevards

[14] Ibid.

[15] City of Santa Monica Local Coastal Program Land Use Plan, Final Draft (October 2018), page 15, available at: https://www.smgov.net/uploadedFiles/Departments/PCD/Plans/Local-Coastal-Plan/LUP%20FINAL%20DRAFT%2011.19.18.pdf. Accessed May 10, 2019.

largely due to the presence of Palisades Park along its entire length on the west side of the street. From early cityhood, Palisades Park has preserved sweeping public views of the shoreline, Santa Monica Bay and the Santa Monica Mountains.[16]

Respectively, the LUP identifies and designates View Corridors and Vantage Points to be protected as community assets. Seven view corridors and five vantage points are designated and subject to the Scenic View policies. Within the Project Site vicinity, Ocean Avenue from Bernard Way to the northern City boundary, the California Incline and the Santa Monica Pier are designated scenic corridors and the intersection of Wilshire Boulevard and 3rd Street looking west is a designated vantage point. As discussed in the LUP, views to preserve include existing beach and ocean views along Ocean Avenue through Palisades Park; Ocean views from public rights of way intersecting Ocean Avenue; and the view of the Pier and Harbor Sign at Colorado and Ocean Avenue.[17] The LUP further discusses scenic open space, such as public landscape along Ocean Avenue, and public art as among the City's visual resources.

The LUP's scenic and visual resources policies incorporate Section 30251 of the Coastal Act and additional policies to regulate development to preserve visual quality from these identified locations, and to assure the exclusion of incompatible uses and structures. A reference sheet is provided for each resource to be used to guide proposed development within the viewsheds of each location. The LUP identifies three views to be preserved along Ocean Avenue: existing beach and ocean views along Ocean Avenue through Palisades Park; ocean views from public rights of way intersecting Ocean Avenue; and the view of the Pier and Harbor Sign at Colorado and Ocean Avenue. At the Wilshire Boulevard and 3rd Street vantage point the view of the ocean and the statue of Saint Monica as one approaches Ocean Avenue from 3rd and Wilshire are to be preserved.

A detailed comparison of the Project to specific applicable policies of the LUP is provided under Subsection 4.1.4.4 *Project Impact Analysis* (Impact Statement AES-3), below.

City of Santa Monica Municipal Code

Chapter 9.55 Architectural Review

Santa Monica Municipal Code Chapter 9.55 establishes the Architectural Review Board (ARB), the purpose of which is to enforce regulations deemed necessary to preserve existing areas of natural beauty, cultural importance; to assure that buildings, structures, signs or other developments are in good taste, good design, harmonious with surrounding developments and in general contribute to the preservation of Santa Monica's reputation as a place of beauty, spaciousness and quality; to prevent the development of structures or uses which are not of acceptable exterior design or appearance, are of inferior quality or likely to have a depreciating effect on the local environment or surrounding area by reason of appearance or value. For all new construction, additions or remodel of an existing building, in all zones except R1, the ARB must

16 City of Santa Monica Local Coastal Program Land Use Plan, Final Draft (October 2018), page 28.
17 City of Santa Monica Local Coastal Program Land Use Plan, Final Draft (October 2018), page 80 and 86.

make findings in its design review of development including compatibility with surroundings and design that is expressive of good taste, good design, and in general contributes to the image of Santa Monica as a place of beauty, creativity and individuality.

A detailed comparison of the Project to specific applicable policies and regulations is provided under Subsection 4.1.4.4 *Project Impact Analysis* (Impact Statement AES-3), below.

4.1.4 Environmental Impacts

4.1.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G question regarding aesthetics, a project would have a significant impact if, except as provided in Public Resources Code 21099, the project would:

AES-1: Have a substantial adverse effect on a scenic vista?

AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic highway?

AES-3: In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

In addition to these questions in Appendix G, the following question is addressed in the City's Initial Study. Would the project:

AES-5: Produce extensive shadows affecting adjacent uses or property?

With regard to determining significance, pursuant to PRC Section 21099(d)(1)), "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center Project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The Project constitutes infill development and is located within a Transit Priority Area. Accordingly, for the purpose of this EIR, aesthetic effects are disclosed for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. The aesthetic impact analysis is included to discuss the aesthetic impacts that would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the

aesthetic impact discussion in this EIR shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

However, PRC Section 21099(d)(2)(A) further clarifies this exemption by stating that the regulation does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies. Therefore, an evaluation is provided of the Project's consistency with policies and regulations that have been adopted to guide the aesthetic character of a development project or to meet the City's other aesthetics-related regulations.

Methodology

Scenic Vistas

The evaluation of scenic vistas pertains to the degree and nature of change to the surroundings as a result of the Project. The existing visual quality of the Project Site and the Project area are compared to expected (future) conditions to determine whether the views of the area would be substantially degraded. Factors such as changes in the appearance of the Project Site, building heights, massing, setbacks, landscape buffers and other features are taken into account in determining the changes in the view field or blockages of scenic vistas. The analysis of scenic vistas is also based in part on the evaluation of simulated composite photographs showing existing and future conditions. Although views from representative private vantage points are discussed for informational purposes, the degree of impact relative to the threshold applies to views from public vantage points. In addition, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[18]

Scenic Resources

The scenic resources analysis typically applies to potential effects on scenic resources within the view field along a state scenic highway, other designated scenic view corridors, or protected view sheds. The analysis assesses whether any natural scenic resources, such as certain specimen trees, outcroppings and other natural features, as well as historic buildings or other historic resources with aesthetic value, would be affected by the Project. Unlike the focus of Section 4.5, *Historical Resources,* of this EIR, in which the impact analysis is concerned with the effects on character-defining features that contribute to a historic resource's eligibility for local, state, or national listing, the analysis of scenic resources is focused more narrowly on whether a historic resource would be damaged or changed such that its aesthetic value would be substantially diminished. The analysis of aesthetic effects on historical resources is based in part on Section 4.5, Historical Resources, of this EIR.

[18] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Consistency with Regulations and Policies that Govern Scenic Quality

The evaluation of applicable zoning regulations and policies that govern scenic quality is achieved through a side by side comparison of the Project with applicable aesthetics regulations and policies contained in the DCP, the LUCE, the Conservation Element, the LUP, the UFMP. Based on the side-by-side comparisons, it is determined whether the Project would be substantially consistent with the objectives of these regulations and plans. A project that does not implement a particular policy or regulation, would not necessarily result in a conflict or an impact. Many of these programs must be implemented by the City itself over time, and over a broad area, therefore the focus of the consistency analysis is to ensure that proposed development projects do not preclude the City from implementing relevant plans and policies. Furthermore, if a conflict is identified in association with the Project, under CEQA, it would only equate to a significant impact if precluding implementation of a given policy or regulation would foreseeably result in a physical impact on the environment.[19]

Light and Glare

The analysis of light and glare identifies the location of light-sensitive land uses and describes the existing ambient conditions on the Project Site and in the Project vicinity. The analysis describes the Project's proposed light sources, and the extent to which lighting, including illuminated signage, could affect light-sensitive uses. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would adversely affect views.

Shade, Shadow, and Solar Access

The consequences of shadows on land uses can be positive, including cooling effects during hot weather, or negative, such as loss of warmth during cooler weather and loss of natural light for landscaping, solar collection, and human activity. While some incidental shading on shadow sensitive uses is commonly acceptable, shading that occurs over extended periods of time can be considered a detriment. In determining shadow effects, several factors are considered:

- Affected land use (i.e., is it a shadow-sensitive use whereby sunlight is essential to its use);
- Duration (i.e., how many hours per day might a use be shadowed);
- Time of day (i.e., is it in shadow at a time of day when sunlight is most important);
- Season (i.e., what time of year might a particular use be in shadow);
- Extent (i.e., what percentage of a particular use may be in shadow);
- Nature of the shadows (i.e., is the shadow more solid or more dappled in nature); and
- Pre-existing conditions (i.e., are there existing buildings, landscaping or other features that currently shadow the use).

The shade/shadow analysis considers the potential for shadow-sensitive uses to be placed in shadow by the Project. Shade sensitive uses are those uses where sunlight is important to

[19] See *Sequoyah Hills Homeowners Assoc. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

function, physical comfort and/or commerce such as routinely usable outdoor spaces associated with residential development, recreational or institutional uses (i.e., hospitals), commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas, nurseries, and existing solar collectors.[20] Uses may be considered sensitive to shade and shadow effects if they require or are otherwise dependent on sunlight for regular function, comfort, or commerce.

Shadow simulations were prepared for the Project by identifying the maximum height of the proposed buildings, conservatively applying the maximum footprint of the buildings (location, shape and size) for each site; and then calculating and diagramming the shadows that would be cast by the buildings. The evaluation focuses on the hours when sun accessibility is the greatest and of most use to the public. These hours include: the winter solstice between 9:00 a.m. and 3:00 p.m. Pacific Standard Time (PST) and on the spring equinox, summer solstice, and fall equinox between 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (PDT). The shading effects that would occur during these times are portrayed on shading diagrams that show the shading patterns adjacent to shade sensitive uses and the hours that shading on such uses would occur.

4.1.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding aesthetics from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.1.4.3 Project Characteristics

The Project's new buildings, the California Building and the Ocean Building, are characterized by their variation in building heights. The Ocean Building on the Hotel Parcel would range from a height of 28 feet near Wilshire and Ocean Avenue, rise to a height of 91 feet near Wilshire and 2nd Street, and step up to 94 feet and 116 feet, respectively, along the 2nd Street frontage. The Ocean Building's tallest component (130 feet) would be mid-block and constructed on an east/west axis at approximately the center of the Hotel Parcel. With this alignment, the shorter west wall would face Ocean Avenue thereby maximizing open space and landscaping visible from Ocean Avenue. A landscaped plaza available to the public and accessed from Wilshire Boulevard and Ocean Avenue would be incorporated into the building design. Open columns and walkways would be provided to accommodate pedestrian access into the Project Site. The Project would remove the existing perimeter walls along the Ocean Avenue, Wilshire Boulevard, and California Avenue sidewalks that restrict visual and physical access to the Project Site. In addition, the on-site surface parking lots along Wilshire Boulevard and Ocean Avenue would be removed.

[20] Shadow-sensitive uses for this analysis are defined based on the City of Santa Monica's Land Use and Circulation Element Final Environmental Impact Report, June 2010.

The proposed landscape concept would feature the Moreton Bay Fig Tree and would include a landscaped open space around the landmark in the shape of a partial ellipse (The Miramar Gardens) with terraced gardens stepping down to the publicly-accessible garden space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). A prominent work of public art would be located near the corner of Ocean Avenue and Wilshire Boulevard to establish a new and active public edge that reconnects the Site with Palisades Park. All street frontages, including California Avenue ~~Street~~, would be landscaped. The existing building wall (including delivery bays) along 2nd Street would be removed and the entry court would be located on 2nd Street, thus opening the Project Site to allow views through the property to the Moreton Bay Fig tree in the foreground, Palisades Park in the mid-ground, and Santa Monica Bay on the horizon. The Second Street Entry Court would be treated with landscaping, decorative paving, and pedestrian pathways. Mature planting, trees and low-scale hedges would be planted in the areas around the Second Street Entry Court to accent the Ocean Building's architecture, screen the garage circulation ramps, and to emphasize the pedestrian pathways on each side of the Second Street Entry Court that would provide pedestrian access from Second Street into and through the Hotel Parcel.

The lower portions of the Ocean and California Buildings would incorporate materials such as high quality stone or terra cotta finish materials balanced with expansive low-reflective glass. These materials would be compatible with the brick and terra cotta materials of the Palisades Building in a contemporary interpretation. Low-reflective glazing would allow visibility into building interiors along retail/restaurant frontages providing visual interest for pedestrians and serving to activate the street frontages.

The Project would incorporate pedestrian-scaled features along Wilshire Boulevard and Ocean Avenue and would include retail/restaurant uses that would be accessed directly from the street and the public open space area. The deep building setbacks exhibited by the Ocean Building and open columns forming the entrance to the public plaza at Wilshire Boulevard and Ocean Avenue would be highly visible as open space to passing pedestrians.

While the architectural design for the affordable housing building on the Second Street Parcel is still under consideration, the design is anticipated to be modern/contemporary in architectural style. Specific colors/materials would be subject to final review and approval by the City's Architectural Review Board. The building would have a maximum FAR of 2.75 (41,250 sf of floor area) and a maximum height of six-stories and 60 feet. The development would comply with the maximum ground floor height, the required stepbacks above the ground floor, and other applicable development standards related to urban form and design in accordance with the DCP.

4.1.4.4 Project Impact Analysis

Scenic Vistas

AES-1: Would the Project have a substantial adverse effect on a scenic vista?

Impact Statement AES-1: *The Project would not wholly or partially block public views of the area's scenic vistas. This analysis is provided for informational purposes only since pursuant to California PRC Section 21099 the aesthetics impacts of the Project shall not be considered significant.*

View resources may be considered either "focal" or "panoramic." "Focal views" are views that focus on a particular object, scene, setting, or feature of visual interest; "panoramic views" or vistas focus on a large geographic area, where the field of view can be wide and extend into the distance. Panoramic view resources in the area include (1) views of the Santa Monica Bay and Pacific Ocean, (2) views of the Santa Monica Beach and Pier, (3) views of the Santa Monica mountains as viewed from public locations. Views of the ocean and beaches exist from the western portion of the City, along the Pacific Coast Highway and Ocean Avenue, at the Santa Monica Pier, along Palisades Park, and along the walkways provided at the beaches north and south of the Santa Monica Pier. Limited views of the Santa Monica Mountains to the north are available from north and south corridors such as Ocean Avenue adjacent to the Project Site and Pacific Coast Highway. Distinctive focal views in the Project vicinity include views of the on-site Palisades Building and Moreton Bay Fig Tree, both of which are City of Santa Monica Landmarks, and palm trees along California Avenue.

The Project's Ocean Building, ranging from 91 feet to 130 feet in height, and the California Building, rising to 80 feet in height would be taller than the majority of the existing, on-site low-rise hotel buildings slated for demolition, as well as some development in the immediate area. Because of the increased building heights, these structures would be visible from locations along Ocean Avenue, Wilshire Boulevard, the Marvin Braude bike trail, Palisades Park, the Santa Monica Pier, and other streets in the immediately surrounding neighborhood. Because the Project would be visible from public parks and streets, it has the potential to affect scenic views. Existing and simulated views toward or across the Project Site from nine representative public locations are shown in **Figure 4.1-1**, *Map of View Locations*.

Figure 4.1-2, *View Location 1: Existing and Proposed West-Facing Views from California Avenue West of 2nd Street,* shows the east and north walls of the existing 78-foot-high Palisades Building within the Hotel Parcel and the north wall of the 80-foot-high California Building. The residential buildings on the north side of California Avenue are visible, including the Santa Monica Bay Tower (101 California Avenue) building that is approximately 150 feet in height and is located at the corner of California and Ocean Avenue. Ocean views are visible in the background through the California Avenue~~Street~~ corridor. As shown in Figure 4.1-2, the proposed California Building would not obstruct the scenic vista of the bay, nor would it block views of the historic Palisades Building. As with current conditions, views to Palisades Park and the ocean from vantage points along California Avenue would be retained. The Project

would also not require the removal of trees or change views of the existing mature palm trees along California Avenue.

Figure 4.1-3, *View Location 2: Existing and Proposed Views from Westbound Wilshire Boulevard at 3rd Street,* shows Palisades Park and an ocean view through the west-facing Wilshire Boulevard street corridor. The existing 21-story, 300-foot-high 100 Wilshire Boulevard building is prominently visible at the south side of Wilshire Boulevard in the left background of the photographs. As shown in Figure 4.1-3, the Project's Ocean Building would be visible in the background and above existing commercial buildings along the north side of Wilshire Boulevard. Because the Ocean Building would be setback from Wilshire Boulevard, it would not block existing scenic vistas of either Palisades Park or the bay from public vantage points along the street corridor. The Project would also not require the removal of, or change in, views of the existing mature palm trees along Wilshire Boulevard or in Palisades Park. An existing palm tree at the east side of Ocean Avenue would be removed (visible from some areas along Wilshire Boulevard) and, with the removal of the curb cuts on Wilshire Boulevard, two mature palm trees would be planted in accordance with a tree planting program, which would be subject to approval of the City's Urban Forester in accordance with the UFMP. Any new or replacement palm trees would not materially change public views of Palisades Park or Santa Monica Bay along the Wilshire Boulevard corridor.

Figure 4.1-4, *View Location 3: Existing and Proposed Views from Westbound Wilshire Boulevard from 4th Street,* as with Figure 4.1-2, shows Palisades Park and the ocean in the background through the street corridor. Under existing and proposed conditions, the 100 Wilshire building is visually prominent at the south side of Wilshire Boulevard in the left background of the photograph. As shown in Figure 4.1-4, under future conditions the Project's Ocean Building would be minimally visible in the background of existing commercial buildings along the north side of Wilshire Boulevard. Similar to View Location 2, it would not block existing public scenic vistas of the park or the bay. Although not visible in the simulation, the Project would result in the planting of two mature palm trees along Wilshire Boulevard with the removal of the existing curb cuts.

D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-1
Map of View Locations

ESA

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-2
View Location 1: Existing and Proposed West-Facing Views from California Avenue - Just West of Second Street

ESA

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-3
View Location 2: Existing and Proposed Views from Westbound Wilshire Boulevard at Third Street

ESA

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-4
View Location 3: Existing and Proposed Views from Westbound Wilshire Boulevard from Fourth Street

ESA

As can be seen in **Figure 4.1-5**, *View Location 4: Existing and Proposed Views from Southbound Ocean Avenue from North of California Avenue,* Palm trees within Palisades Park in the foreground, as well as palm trees along Ocean Avenue and California Avenue are visible scenic resources under existing conditions. Landscaping within the Project Site, portions of the Miramar Hotel's existing single-story bungalows and the 10-story Ocean Tower, all of which are not designated as landmarks, are visible within the Project Site. The 13-story Santa Monica Bay Tower residential building (101 California Avenue) is in the left foreground of the photos. As shown in the simulation, the existing Miramar bungalows and Ocean Tower would be replaced by the Project's California Building (in the foreground of the Project Site) and the Ocean Building (in the background of the Project Site). The Project would not remove palm trees in or affect Palisades Park. No scenic vistas occur in the background of the Project Site that would be affected by the Project's new structures. One palm tree would be removed along the Ocean Avenue frontage to provide vehicular access to the Project Site.[21] Tree replacement for these two trees would be based on the City's valuation methodology and approval. In addition, seven of the street trees on Ocean Avenue are not the species identified in the UFMP for Ocean Avenue and would be transplanted by the City. In addition, if approved by the City the parkway planter adjacent to the southern end of the Hotel Parcel would be extended. Any replacement or relocation of street trees would be planted consistent with the City's UFMP. With the addition of mature palms within the Hotel Parcel, the removal of a single palm tree along Ocean Avenue would not adversely affect views from this location.

Figure 4.1-6, *View Location 5: Existing and Proposed Views from Palisades Park from South of Wilshire Boulevard*, shows views to the Project Site from the park. The background vista, moving left to right in the existing conditions photograph, is dominated by the 13-story Santa Monica Bay Tower residential building (101 California Avenue), the Miramar Hotel's 10-story Ocean Tower, and the 17-story Huntley Hotel (1111 Second Street). None of these buildings are landmarked as cultural or historical resources. The landmarked Moreton Bay Fig tree is visible in the foreground of the Project Site and palm trees are visible along the street edges. As shown in the simulation, the existing Miramar Hotel Ocean Tower would be replaced by the Project's California Building (in the background of the Project Site) and the Ocean Building (in the foreground of the Project Site). Although the new buildings would add height and density to the Project Site, perimeter walls along Wilshire Boulevard and Ocean Avenue frontages would be removed opening up views to the Moreton Bay Fig Tree as well as the new publically accessible open space area at the corner of Wilshire Boulevard and Ocean Avenue. The Project would result in the removal of one palm tree along Ocean Boulevard to accommodate vehicular access.[22] In addition, there are seven street trees along Ocean Avenue that are not the species identified in the UFMP for Ocean Avenue and would be transplanted by the City. The Applicant would plant the designated species, with these new trees counting towards the replacement trees required for the removal of street trees based on the City's tree valuation methodology. If approved by the City, the parkway planter adjacent to the southern end of the Project Site would be extended. Although portions of

[21] The street tree along Ocean Avenue tested positive for Fuserium Wilt disease and may be removed by the City due to its condition. In addition, the City would remove two other street trees since one is dead and one is diseased.

[22] The street tree along Ocean Avenue tested positive for Fuserium Wilt disease and may be removed by the City due to its condition. In addition, the City would remove two other street trees since one is dead and one is diseased.

the view of the off-site Santa Monica Bay Tower and all of the view of the Huntley Hotel would be blocked from this vantage point, the views of these buildings do not constitute scenic vistas. No other scenic vistas from public vantage points occur in the background of the Project Site that would be affected by the Project's structures.

Figure 4.1-7, *View Location 6: Existing and Proposed Views from Ocean Front Walk at Santa Monica Beach State Park,* shows views to the Project Site from the public beach path, which is located approximately 0.24 miles to the southwest of the Project Site. The mid-ground view of the existing conditions photograph and future simulation show the Santa Monica bluff surmounted by Palisades Park. The background view includes palm trees in Palisades Park and, from left to right in the photographs, the 13-story Santa Monica Bay Tower residential building (101 California Avenue), the Miramar Hotel's 10-story Ocean Tower, the 21-story 100 Wilshire Boulevard building, the 17-story 1221 Ocean Avenue Building, and (at the far right of the photograph), the 15-sory Pacific Plaza Building. As shown in Figure 4.1-7, the Project would be visible among other development located in the background of Palisades Park and would not block any scenic vistas. In addition, the Project as viewed from this location would be consistent with the color, tone, and mass of other buildings along Ocean Avenue and, as such, would not adversely affect the character of the urban views from this location. No scenic vistas occur in the background of the Project Site that would be affected by the Project's new structures. While one palm tree would be removed on Ocean Avenue to accommodate vehicular access and seven trees would be replanted by the City, with the replacement trees that would comply with the UFMP, along the east side of Ocean Avenue, the scenic views along the street would remain.

Figure 4.1-8, *View Location 7: Existing and Proposed Views from Northbound Ocean Avenue at Arizona,* illustrates the Project Site from Ocean Avenue one block to the south of the Project Site. As shown in Figure IV.A-9, the west side of Ocean Avenue shows palm trees and mature ficus trees within the park, while the east side of the street shows palm trees along the street and (from left to right) the 21-story 100 Wilshire Boulevard building, the 17-story 1221 Ocean Avenue building, and the 11-story (tiered) 1299 Ocean Avenue Building. None of these buildings are landmarked as cultural or historical resources. As shown in Figure 4.1-8, the Project Site's Ocean Tower is visible in the background of the 100 Wilshire Boulevard building. The Project, which would also be visible in the background of the 100 Wilshire Boulevard building, would increase the density of development along Ocean Avenue, but would not block any scenic vistas remove street trees along Ocean Avenue, or affect views of Palisades Park. In addition, the Project, as viewed from this location, would be consistent with the color, tone, and mass of other buildings along Ocean Avenue and, as such, would not adversely affect the character of the urban views from this location. No scenic vistas occur in the background of the Project Site that would be affected by the Project's new structures.

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-5
View Location 4: Existing and Proposed Views
from Southbound Ocean Avenue from North of California Avenue

ESA

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-6
View Location 5: Existing and Proposed Views from Palisades Park from South of Wilshire Boulevard

ESA

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-7
View Location 6: Existing and Proposed Views
from Ocean Front Walk at Santa Monica Beach State Park

ESA

Existing

Proposed

D180019.00

Note: This figure presents a conceptual design that may be revised during the review process.

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-8
View Location 7: Existing and Proposed Views from Northbound Ocean Avenue at Arizona

ESA

Figure 4.1-9, *View Location 8: Existing and Proposed Views from the Santa Monica Pier,* illustrates the Project Site as viewed from the Santa Monica Pier, located approximately 0.53 miles south of the Project Site. As shown in Figure 4.1-9, the existing Miramar Hotel is located within a cluster of taller buildings located at the top of the Palisades Park bluffs. The palm trees along Ocean Avenue are highly visible and the Santa Monica Mountains are visible in the left background of the photograph. The setting of mountains, palm trees, cluster of white high-rise buildings, and the skyline, in itself, constitutes a scenic vista. As shown in the simulation, the Project would replace the Miramar Hotel's older Ocean Tower with a more expansive and slightly taller building, although it would not substantially alter the nature of overall field of view. The white tone and modern design of the Project would be consistent with and contribute to the design components of the existing, off-site buildings and, as viewed from this location, would not adversely affect the character of the urban view. While the Project would obstruct a portion of the mountains that is visible today, the Project would not block views of the Palisades Park bluff and palm trees nor would it affect sky views or the character of the setting. No scenic vistas occur in the background of the Project Site that would be affected by the Project's new structures.

As shown in **Figure 4.1-10**, *View Location 9: Existing and Proposed Views from Southbound Ocean Avenue from North of Washington Avenue,* shows views to the Project Site, as well as palm trees along Palisades Park and views of Santa Monica Bay, with the 13-story Santa Monica Bay Tower residential building (101 California Avenue) and 21-story 100 Wilshire Boulevard building visible in the left mid-ground of the photograph. The Miramar's 10-story Ocean Tower is not visible. As shown in the simulation, the western edge of the Project would be visible along the Ocean Avenue frontage. While one palm tree would be removed on Ocean Avenue to accommodate vehicular access and seven trees would be relocated by the City, replacement trees would be planted by the Applicant in compliance with the UFMP. The Project would not block existing views of the park or other buildings, although it would block views of a few mid stories of the 100 Wilshire Boulevard Building. The 100 Wilshire Boulevard Building is not a landmarked cultural or historical resource and the minor change in the view field would not result in an impact on a scenic resource. No scenic vistas occur in the background of the Project Site that would be affected by the Project's new structures.

Conclusion Regarding Scenic Vistas

The Project would not substantially block panoramic or focal views of scenic resources from parks, sidewalks or other public areas where viewers can gather to enjoy views. In addition, the Project would not block panoramic views that occur in the background of open street corridors (such as views of the Santa Monica Mountains through north-facing Ocean Avenue, or views of Santa Monica Bay from west-facing Wilshire Boulevard or California Avenue). Furthermore, and as previously stated, this analysis is provided for informational purposes only since impacts are considered less than pursuant to PRC Section 21099(d)(1).

Existing

Proposed

D180019.00

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-9
View Location 8: Existing and Proposed Views from the Santa Monica Pier

ESA

Existing

Proposed

D180019.00

SOURCE: Pelli Clarke Pelli Architects, 2019

Miramar Hotel Project

Figure 4.1-10
View Location 9: Existing and Proposed Views
from Southbound Ocean Avenue from North of Washington Avenue

ESA

Scenic Resources

AES-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic highway?

Impact Statement AES-2: *Although the Project would result in the removal of two street trees, one a palm tree on Ocean Avenue, all other street trees would be protected and retained. In addition, replacement trees would be planted along Ocean Avenue. With the protection of existing street trees and the Moreton Bay Fig Tree during construction, the addition of substantial landscaping within the Project Site and along Wilshire Boulevard and Ocean Avenue, as well as the preservation of the landmarked Palisades Building and Moreton Bay Fig Tree, the Project would not cause substantial damage to scenic resources. Furthermore, this analysis is provided for informational purposes only. Pursuant to California PRC Section 21099 impacts to scenic resources shall not be considered significant.*

Distinctive scenic resources characterizing the Project Site include the Renaissance Revival-style Palisades Building, an 89-year-old building, and the Moreton Bay Fig Tree, planted in 1879. Both of these features are City of Santa Monica Landmarks within the Hotel Parcel. Although the Project Site is not located within the view field of a state scenic highway, Ocean Avenue is identified as a scenic corridor in the LUP and, as such, emphasizes the importance of the on-site historical landmarks and street trees visible from Ocean Avenue.

The historic Palisades Building would be preserved in place as an adaptive reuse for hotel purposes, as further described in Chapter 2, Project Description and evaluated in Section 4.5, Historical Resources. The Moreton Bay Fig Tree would be protected during construction and operation in accordance with a City-approved tree protection plan. The Moreton Bay Fig Tree Protection, Preservation, and Maintenance Plan (Appendix C-1 to this EIR) recommends provisions to minimize and manage any encroachment of construction and demolition activities into the area of the Tree's drip line, protection of the Tree by temporary chain-link fencing, dust control measures, periodic mulching, shoring designed to protect the Tree's root system, and other measures to be carried out by or under the supervision of a certified arborist. All construction personnel would receive training to learn the contents and restrictions of the Tree Protection Plan and how to implement it before being allowed on the Site. Following construction of the Project, an ongoing maintenance program would be implemented to ensure the continued health of the Moreton Bay Fig Tree in accordance with the Tree Protection Plan. The removal of the existing driveway paving and vehicle parking in the vicinity of the Moreton Bay Fig Tree would also potentially contribute to greater longevity of the tree.

During construction, street trees along the periphery of the Project Site would be protected in accordance with the SMMC Section 7.40. However, two street trees would be removed, including a Green Leaved Tamarind tree on Second Street and a Canary Island Date Palm on Ocean Avenue to accommodate vehicular access.[23] Any trees to be removed or planted would require

[23] The street tree along Ocean Avenue tested positive for Fuserium Wilt disease and may be removed by the City due to its condition. In addition, the City would remove two other street trees since one is dead and one is diseased.

the approval of the City's Urban Forester in accordance with the UFMP. With the protection of the street trees to remain and the Moreton Bay Fig Tree during construction, the addition of substantial landscaping within the Project Site and along Wilshire Boulevard and Ocean Avenue, and the preservation of the landmarked Palisades Building and Moreton Bay Fig Tree, the removal of a palm tree on Ocean Avenue and a carrotwood tree on 2nd Street would not cause substantial damage in the area's and Project Site's scenic resources. However, in accordance with PRC Section 21009(d)(1) this analysis is provided for information purposes only and impacts related to scenic resources would be less than significant.

Consistency with Applicable Zoning and Regulations Governing Scenic Quality

AES-3: If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact Statement AES-3: *The Project would be consistent with regulations that govern scenic quality set forth in the General Plan Land Use and Circulation Element, Downtown Community Plan, General Plan Open Space Element, Urban Forest Master Plan, Local Coastal Update Land Use Plan, and the Municipal Code. As such, impacts related due to conflicts with regulations and associated physical impacts on scenic quality would be less than significant.*

General Plan Land Use and Circulation Element

The Project is compared to the applicable aesthetic policies of the LUCE in **Table 4.1-2**, *Comparison of the Project with Scenic Character Policies of the LUCE*. As shown in Table 4.1-2, the Project would be consistent with city-wide goals and policies regarding visual and physical permeability, pedestrian connectivity, building articulation, provision of open space, and other aesthetic objectives. The Project would be consistent with policies applicable to Wilshire Boulevard (Hotel Parcel only) related to skyline, varied building heights, visual interest along the boulevard. combinations of materials and articulation to engage the eye, and creation of an inviting pedestrian experience. The Project would also be consistent with Downtown District goals and policies related to pedestrian character and compatibility of scale with existing buildings and the surrounding residential neighborhoods, lively streetscape with places for people to socialize, sidewalk walking/shopping, architectural elements and features, minimal at-grade parking, public art, and provision of landscaping and open space to create a visual connection to Palisades Park. Because the Project would be consistent with applicable regulations that govern scenic quality, impacts would be less than significant.

TABLE 4.1-2
COMPARISON OF THE PROJECT WITH SCENIC CHARACTER POLICIES OF THE LUCE

Policy/Goal	Analysis of Project Consistency
City-wide Design Goals and Policies (Chapter 2.1)	
Goal LU15: Enhance Santa Monica's Urban Form – Encourage well-developed design that is compatible with the neighborhoods, responds to the surrounding context, and creates a comfortable pedestrian environment.	**Consistent.** The Project would change the existing visual character of the area by demolishing some of the existing hotel buildings on the Hotel Parcel and constructing the proposed Ocean and California Buildings, which would range from 28 feet to 130 feet in height. In addition, an existing surface parking lot would be removed and a 60-foot-high residential building would be constructed on the Second Street Parcel. Buildings would be consistent in height with existing surrounding high-rise buildings, which range from 125-feet to 300 feet in height (see Table 4.1-1, *Summary of Near-by High-Rise Buildings*). The Project's new contemporary buildings would incorporate exterior wall stepbacks, varied roof heights, and harmonious architectural design, as well as transparent surfacing materials, such as glass, and a light color palette that would complement the surrounding context and enhance the City's urban form. Under existing conditions, visual and pedestrian access to the Hotel Parcel is restricted due to walls/barriers along Ocean Avenue, Wilshire Boulevard, and California Avenue~~Street~~ sidewalks. Under the Project, these walls/barriers would be removed as would the existing buildings and delivery bays along 2nd Street (excluding the historic Palisades Building); and the on-site surface parking lots along Wilshire Boulevard and Ocean Avenue. These structures and uses would be replaced by public landscaped pedestrian pathways flowing into and through the Hotel Parcel's publicly accessible open space. The Moreton Bay Fig Tree would be visually and physically accessible. In addition, retail and restaurant uses would be directly accessible from the sidewalk or publicly-accessible garden space located at the corner of Ocean Avenue and Wilshire Boulevard, which would further enhance the pedestrian environment. While the architectural design for the 100% Affordable Housing Project is still under consideration, the design of the building would follow DCP standards and therefore, is anticipated to be of a pedestrian scale. Specific colors/materials would be subject to final review and approval by the City's Architectural Review Board. Therefore, this building would enhance the urban context as compared to the existing surface lot.
Policy LU 15.3: Context-Sensitive Design. Require site and building design that is context sensitive and contributes to the City's rich urban character.	**Consistent.** The Ocean Building and the California Building would be harmonious in design with each other and with the historic landmarked Palisades Building. The California building, which would be 80 feet, would be compatible in terms of height as well as design with the adjacent residential structures to the north. The Ocean Building and landscape gardens would form a series of elevated terraces to create a partial ellipse around the Moreton Bay Fig Tree, which serves as the centerpiece of the site. The main architectural form of the Ocean Building would sweep around the Moreton Bay Fig Tree and transition from the lower pedestrian scale adjacent to Wilshire Boulevard, rise slowly along Second Street and would create a series of elevated decks. The elliptical curve of the building would reach its peak in the middle of the Hotel Parcel at a height that is below the height and scale of the neighboring buildings and the Santa Monica skyline. The affordable housing building on the Second Street Parcel would comply with applicable requirements including a maximum height of 60 feet and required setbacks. Therefore, the building would fit in the urban context which includes the high-rise Huntley hotel, and other multistoried office and residential buildings.

Policy/Goal	Analysis of Project Consistency
Policy LU 15.4: Open and Inviting Development. Encourage new development to be open and inviting with visual and physical permeability, connections to the existing street and pedestrian network, and connections to the neighborhoods and the broader community.	**Consistent.** For the Hotel Parcel, the Project would remove existing walls/barriers along Ocean Avenue, Wilshire Boulevard, and California Avenue~~Street~~ sidewalks; the existing buildings and delivery bays along Second Street (not including the Palisades Building); and on-site surface parking lots along Wilshire Boulevard and Ocean Avenue. These structures and uses would be replaced by public landscaped pedestrian pathways flowing into and through the Hotel Parcel's public-access open space. The landscape plan would feature the Moreton Bay Fig Tree and proposes to locate a prominent work of public art near the corner of Ocean Avenue and Wilshire Boulevard to establish a new and active public edge that reconnects the Hotel Parcel with Palisades Park thereby enhancing the pedestrian experience. Street-oriented retail and restaurant uses would be located along Wilshire Boulevard and would enhance pedestrian connectivity to the Third Street Promenade. Along Second Street, an open Entry Court would be treated with landscaping, decorative paving, and pedestrian pathways to increase the openness of the Hotel Parcel both visually and physically. The Second Street Entry Court would have a westward view with the Moreton Bay Fig Tree in the foreground, Palisades Park in the mid-ground and Santa Monica Bay on the horizon. Trees and low-scale hedges would be planted in the areas around the Second Street Entry Court to accent the Ocean Building's architecture, screen the garage circulation ramps, and to emphasize the pedestrian pathways on each side of the Second Street Entry Court that would provide pedestrian access from Second Street into and through the Hotel. The affordable housing building on the Second Street Parcel would replace an existing surface parking lot with a new building that would be designed in accordance with DCP standards. As such, there would be greater visual connectivity along the street frontage of Second Street. Development of new housing would create a more inviting environment than the existing surface parking lot.
Policy LU 15.5: Pedestrian and Bicycle Connectivity. Encourage the design of sites and buildings to facilitate easy pedestrian- and bicycle-oriented connections and to minimize the separation created by parking lots and driveways.	**Consistent**. The Project would provide enhanced pedestrian, bicycle, and vehicular access and circulation to minimize pedestrian/bicycle/vehicular conflicts. The Project would provide bicycle parking and connectivity to bike lanes on California Avenue, Second Street, and Ocean Avenue. At-grade short-term bicycle parking would be distributed throughout the Project Site so as to be easily accessible from the surrounding streets, and the new subterranean parking structure would include dedicated and secure bicycle parking for employees, guests and residents to encourage non-automobile transit modes for localized, commuter, and transit-oriented "last mile" trips. The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 263 bicycle spaces. The Project would eliminate the existing entrance/exit driveways on Wilshire Boulevard thus, reducing vehicle/pedestrian conflicts on that pedestrian-heavy route.
Policy LU 15.7: Street–Level Pedestrian-Oriented Design. Buildings in the mixed-use and commercial areas should generally be located at the back of the sidewalk or the property line (street front) and include active commercial uses on the ground floor. Where a residential use occupies the ground floor, it should be set back from the property line, be located one-half level above the street or incorporate design features to provide privacy for the unit. Front doors, porches and stoops are encouraged as part of orienting residential units to the street.	**Consistent**. On the Hotel Parcel, ground-level retail and restaurant uses would be directly accessible from the sidewalk along Wilshire Boulevard and Second Street, and from the walkways in the open space area along Wilshire Boulevard at Ocean Avenue. With regard to the Second Street Parcel, the front entrance for the affordable housing building would be oriented toward the sidewalk to encourage direct pedestrian access to the public street.

Policy/Goal	Analysis of Project Consistency
Policy LU 15.8: Building Articulation. Building façades should be well designed with appropriate articulation in the form of setbacks, offsets, projections and a mix of architectural materials and elements to establish an aesthetically pleasing pattern. Large areas of glass above the ground floor require special design consideration. Highly reflective materials are to be avoided, and dark or reflective glass is prohibited.	**Consistent.** The Project's buildings would have stepbacks that provide articulation to add architectural interest and to reduce the taller buildings' sense of mass. The curvilinear Ocean Building would include varied heights ranging from 28 feet to 130 feet. The Ocean Building would incorporate pedestrian-scaled elements, including columns and an overhang that would serve to break up the Ocean Avenue façade. In general, the new buildings would include design features such as exterior balconies, vertical structural support elements, awnings, articulation, and glass facades to establish an aesthetically pleasing pattern. All new buildings would feature a variety of architectural materials, including stucco, metal, and glass, to create visual interest. As indicated in Chapter 2, Project Description, the glass would not be highly reflective. The proposed development on the Second Street Parcel would incorporate a mix of architectural elements and materials to create visual interest. Thus, overall the Project would establish an aesthetically pleasing pattern at the northern end of the Downtown Core. In addition, review of all exterior cladding and materials would be required through the City's design review process. Compliance with the applicable regulations as well as design review would ensure that the Project would avoid the use of highly reflective exterior materials and cladding. While the architectural design for the 100% Affordable Housing building is still under consideration, the design of the building would follow DCP standards. Specific design would be subject to final review and approval by the City's Architectural Review Board. Therefore, this building would be expected to provide aesthetically attractive building facades and articulation.
Policy LU 15.9: Pedestrian-Oriented Design. Buildings should incorporate pedestrian-scaled elements with durable, quality materials and detailing located on the lower stories adjacent to the pedestrian.	**Consistent.** The Project would incorporate pedestrian-scaled elements with quality materials and detailing in the building designs at the pedestrian level. In addition, the Second Street Entry Court would promote the pedestrian-oriented design of the Hotel Parcel by breaking up the existing building mass along Second Street and providing decorative features at pedestrian level, such as decorative architectural beams, awnings, a water fountain, and decorative paving that frame views of the Moreton Bay Fig tree and Santa Monica Bay. The provision of the Public Garden Terraces and Miramar Gardens would contribute to the creation of pedestrian scale along Ocean Avenue and Wilshire Boulevard. The affordable housing building on the Second Street Parcel would replace an existing surface parking lot with a new building that would be designed in accordance with DCP standards. As such, development of the new housing on 2nd Street would be pedestrian-oriented.
Policy LU 15.10: Roofline Variation. Buildings should be designed with a variety of heights and shapes to create visual interest while maintaining a generally consistent overall street front. To achieve this goal, development standards should provide flexibility to encourage buildings with interesting silhouettes and skylines, and the primary building façade shall not be lower than the designated minimum street façade height.	**Consistent.** The Project would feature a variety of building heights, articulation of exterior walls and step-backs, and use of materials to create a variation, but harmony between the new buildings and the historic Palisades Building and existing, off-site buildings. The varied building heights and step-backs would provide interesting silhouettes and skylines since building heights would vary within the Project Site and between the Project and surrounding high- and mid-rise buildings.

Policy/Goal	Analysis of Project Consistency
Policy LU15.11: Building Façades and Step Backs. Buildings should generally conform to the minimum and maximum requirements for the street façade height established for their designated area. Portions of a building façade higher than the street frontage, 35 feet for most mixed-use areas, shall step back from the façade of the floor below in a manner that will minimize the visual bulk of the overall building as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the street wall shall be established in the zoning ordinance.	**Consistent.** Project renderings in Chapter 2, Project Description, of this EIR (conceptual plans) indicate varied and detailed articulation of building profiles on the Hotel Parcel. Building step backs in the buildings would be commiserate with the Downtown setting, in which building styles are intended to create an aesthetic harmony between new and existing (to remain) buildings. While the architectural design for the 100% Affordable Housing building is still under consideration, the design of the building would follow DCP standards and therefore, is anticipated to provide require stepbacks and appropriate street wall heights.
Policy LU16.1: Design Buildings with Consideration of Solar Patterns. In designing new buildings, consider the pattern of the sun and the potential impact of building mass on habitable outdoor spaces and adjacent structures in order to minimize shadows on public spaces at times of the day and year when warmth is desired, and provide shade at times when cooling is appropriate, and minimize solar disruption on adjacent properties.	**Consistent.** The new buildings within the Project Site have been designed to minimize solar disruption on adjacent properties. The proposed Ocean Building would have a curvilinear design that creates a partial ellipse around the Moreton Bay Fig Tree. As shown in Figure 2-5 (Chapter 2, Project Description), Architectural Rendering from Ocean Avenue – Aerial, the Ocean Building would vary in height. The maximum height, which would be consistent with the DCP maximum height limit of 130 feet, would be located in the center of the Hotel Parcel. (This tower height would be in approximately the same footprint and orientation as the existing tower.) In addition, the Project's public open space and the nearby Palisades Park are located to the south and west of the proposed new buildings, which would allow for solar access during Santa Monica's cooler months. The affordable housing building on the Second Street Parcel would comply with applicable requirements including the maximum height of 60 feet and required setbacks. Therefore, given its height and solar patterns, the building would not result in adverse shading impacts on sensitive receptors.
Goal LU17: Increase Open Space – Increase the amount of open space in the City and improve the quality and character of existing open space areas ensuring access for all residents. **Policy LU 17.1**: New Facilities Ground Floor Open Space. Encourage new ground level open space in the City and improve the quality and character of existing open space areas ensuring access for all residents.	**Consistent.** The Project would increase the amount of ground-level open space on the Hotel Parcel from approximately 35% to more than 52% of the Hotel Parcel. The Project would provide the Public Garden Terraces, consisting of a 0.32-acre publicly-accessible plaza and garden space at the intersection of Wilshire Boulevard and Ocean Avenue. The Public Garden Terraces would feature pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk. The Public Garden Terraces would include low scale flowers, shrubs, and planting interspersed with mature trees in locations to provide shade and context with the street trees and architecture. Another public seating area would be located further north along Ocean Avenue. This public seating area would be interspersed with planting and hedges to create an inviting public seating edge to the northern end of the Hotel Parcel along Ocean Avenue. Public use of the proposed Miramar Gardens (approximately 0.76 acres), to the east of the Public Garden Terraces, would occur when not in use for hotel functions. The Miramar Gardens would be at a raised elevation to appropriately relate to the Moreton Bay Fig Tree exposed roots and to create flexible multi-purpose outdoor spaces adjacent to the hotel's ballroom and main lobby area. This area would be encircled by a low hedge with various access points provided for pedestrian access to the deck area. Therefore, the Project would increase the amount of ground-level open space as well as providing open space that is accessible to the public, which does not occur today. Additionally, the proposed affordable housing on the Second Street Parcel would include both common and private open space for residents in accordance with the DCP standards.

Policy/Goal	Analysis of Project Consistency
Wilshire Boulevard Policies (Applicable to the Hotel Parcel Only)	
Policy B1.5: In order to create an interesting skyline, avoid uniformly flat roofs.	**Consistent.** As shown in Figure 2-5 (Chapter 2, Project Description) of this EIR, the proposed buildings on the Hotel Parcel would have varied heights and rooflines. Both the proposed Ocean and California Buildings would include rooftop features to increase visual interest of the buildings and contribute to the City's skyline. In addition, the buildings would have step backs at the upper stories, which would create visual interest and would serve to reduce the overall mass.
Policy B1.8: Design buildings with a variety of heights, architectural elements and shapes to create visual interest along the boulevard. Walls should have meaningful combinations of materials and articulation to engage the eye.	**Consistent.** The proposed Ocean Building, which would front Wilshire Boulevard, would vary in height with the majority of the building ranging from 28 to 130 feet. The maximum height, which would be consistent with the DCP maximum height limit of 130 feet, would be located in the center of the Hotel Parcel. The remainder of the building would vary in height, with approximately 28 feet (two stories) along Wilshire Boulevard, approximately 94 feet (seven stories) along 2nd Street and a taller portion setback from 2nd Street at 116 feet. The proposed building would be articulated and would have an entrance at the corner of Wilshire Boulevard and 2nd Street that would include decorative sidewalk treatment. The mass at the base of the building would be broken up with columns and setbacks along the facade, as well as entrances to ground-level retail uses. At the corner of Wilshire Boulevard and Ocean Avenue, the columns would provide views and access into the Project Site. The lower portions of the Ocean Building would incorporate materials such as high quality stone or terra cotta finish materials balanced with expansive (low-reflective) glass. These elements would create a pedestrian-scale and would create visual interest. The new California Building is proposed at seven-stories with a building height of approximately 80 feet. The setback of the seventh floor removes some of the massing at the upper floors. On the east elevation, the walls would step back to improve visibility of the short, west elevation of the Palisades Building.
Policy B2.2: Enhance the streetscape environment to create an inviting pedestrian experience with bus shelters, open plazas, bike parking and street level activity.	**Consistent.** The Ocean Building would wrap around a broad landscaped open plaza, including the 0.32-acre Public Garden Terraces at the corner of Wilshire Boulevard and Ocean Avenue which would feature the Landmark Moreton Bay Fig Tree. Although accessible to pedestrians from Ocean Avenue, the open space would also be accessible via a staircase and open columns at the base of the Ocean Building along a portion of the Wilshire Boulevard frontage. Short-term bicycle parking would be provided at grade level for easy access. The open space and public art in this area, as well as street-level entrances to restaurant and retail uses on Wilshire Boulevard and at the Public Garden Terrace would enhance the streetscape environment. Further, retail uses along the Wilshire Boulevard frontage and at the intersection with Second Street would stimulate pedestrian activity and enhance the streetscape environment, while encouraging pedestrian connectivity along Wilshire Boulevard between the Project Site and the Third Street Promenade.
Downtown District Goals and Policies	
Goal D8: Ensure that new and remodeled buildings in the Downtown District contribute to the pedestrian character of Downtown and are compatible in scale with existing buildings and the surrounding residential neighborhoods.	**Consistent.** The Project would construct new mixed use and hotel buildings ranging from 28 feet to 130 feet in height on the Hotel Parcel as well as a 60-foot-high residential building on the Second Street Parcel. Buildings would be consistent in height with existing surrounding commercial and residential high-rise buildings, which range from 125-feet to 300 feet in height (see Table 4.1-1, *Summary of Near-by High-rise Buildings*). The Project's new contemporary buildings would incorporate exterior wall stepbacks and transparent surfacing materials along street-front retail/restaurant uses that would contribute to the pedestrian character of the Downtown.

Policy/Goal	Analysis of Project Consistency
	The affordable housing building on the Second Street Parcel would replace an existing surface parking lot with a new building that would be designed in accordance with DCP standards. Development of new housing would improve the pedestrian character of the area.
Policy D8.1: Locate the primary façades of buildings fronting the street at the property line or back side of the sidewalk. However, to create a lively streetscape with places for people to socialize, small landscaped gathering spaces and plazas should be encouraged.	**Consistent.** The primary facades of the Project's new buildings would be oriented to the street frontages. Additionally, the Project would include new open space areas on the Hotel Parcel that are designed to open up the Hotel Parcel to Ocean Avenue and Palisades Park and would provide views to the Santa Monica Bay. The proposed open space is based on the historic context of the site. Ground-level open space would be concentrated in two general areas, the Miramar Gardens/Public Garden Terraces and the Palisades Garden/Palisades Terrace. The publicly-accessible plaza and garden would enliven the streetscape and feature pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a verdant garden area in which people can meet to socialize. With regard to the Second Street Parcel, the front entrance for the proposed affordable housing building would be oriented toward the sidewalk to encourage direct pedestrian access to the public street.
Policy D8.2: Scale buildings to the pedestrian to create an intimate sidewalk walking/shopping experience. Incorporate enhanced materials and detailing in ground floor façades where they will be perceived by passing pedestrians	**Consistent.** As indicated previously, the Ocean Building would be curvilinear in shape to create pedestrian-friendly open spaces along Ocean Avenue and Wilshire Boulevard. The building would incorporate pedestrian-scaled elements, including columns and an overhang that would serve to break up the Ocean Avenue façade. The Project would provide street-front retail/restaurant uses at Wilshire Boulevard and 2nd Street at Wilshire Boulevard near Ocean Avenue. The retail/restaurant uses near Ocean Avenue would be accessed directly from the public plaza. The deep building setbacks exhibited by the Ocean Building and open columns forming the entrance to the public plaza at Wilshire Boulevard and Ocean Avenue would provide views and access into the open space for pedestrians. With regard to the Second Street Parcel, the front entrance for the affordable housing building would be oriented toward the sidewalk to encourage direct pedestrian access to the public street. While the architectural design for the 100% affordable housing building is still under consideration, the design of the building would follow DCP standards. Specific design and materials would be subject to final review and approval by the City's Architectural Review Board. Therefore, this building would be expected to be pedestrian-scale.
Policy D8.3: Design buildings with a variety of heights, architectural elements and shapes to create visual interest along the street. Walls should have meaningful combinations of materials, and articulation that creates shadow patterns to engage the eye.	**Consistent.** The Ocean Building and the California Building are characterized by variation in building heights. The proposed residential building on the Second Street Parcel would be 60 feet in height and the proposed California Building on the Hotel Parcel would be 80 feet in height. The existing historic Palisades Building is 78 feet in height. The Ocean Building on the Hotel Parcel would range from a height of 28 feet near Wilshire and Ocean Avenue, rise to a height of 91 feet near Wilshire and Second Street, and step up to 94 feet and 116 feet, respectively, along the Second Avenue frontage. The Ocean Building's tallest component (130 feet) would be mid-block and constructed on an east/west axis at approximately the center of the Hotel Parcel. The lower portions of the Ocean and California Buildings would incorporate materials such as high quality stone or terra cotta finish materials balanced with expansive low-reflective glass. This approach would reflect the brick and terra cotta materials of the Palisades Building in a contemporary interpretation. Low-reflective glazing would allow visibility into building interiors along street frontages.

Policy/Goal	Analysis of Project Consistency
Policy D8.4: Avoid buildings with uniformly flat roofs or cornices in order to create an interesting skyline	**Consistent.** The Project would feature varied roof heights that would reach the greatest height in the central portion of the Hotel Parcel. The Ocean Building would include horizontal rooftop projections that would add further distinction to the design of the rooftop through a series of stepbacks. The lower roof decks created by the setbacks would accommodate elevated garden terraces that would create additional open space and add interest to the character of the roof. The rooftops of the new buildings on the Hotel Parcel would be different from surrounding mid- and high-rise buildings (see Table 4.1.1) and, thus, would add variety to the Santa Monica skyline. While the architectural design for the 100% Affordable Housing building is still under consideration, the design of the building would follow DCP standards. Specific design would be subject to final review and approval by the City's Architectural Review Board. Therefore, this building would not be expected to have a uniformly flat roof.
Policy D8.5: Create a prescribed building envelope for new commercial or mixed-use buildings adjacent to residential districts with step backs to maintain the residential development's access to light and air.	**Consistent.** The historic Palisades Building would be rehabilitated. The new California Building would be 80 feet in height and would be located across California Avenue from a 13-story residential building located at the northeast corner of California Avenue~~Street~~ and Ocean Avenue. The California Building would have stepbacks and balconies that would provide articulation and would reduce potential impacts to light and air. The affordable housing building on the Second Street Parcel would be located adjacent to existing residential uses. The building would be consistent with building form (stepbacks) and building height development standards set forth in SMMC Sections 9.10.060. These regulations effectively create a building envelope that would maintain access to light and air with relation to adjacent, off-site residential uses.
Policy D8.6: Limit ground floor uses mostly to active retail with generally continuous, transparent (non-tinted) display windows facing the sidewalk.	**Consistent.** The Project would provide ground floor commercial space at the intersection of Wilshire Boulevard and Second Street and along the Wilshire frontage. The building would have continuous, transparent display windows facing the sidewalks.
Policy 9.3: Discourage open on-grade parking and on-grade parking visible from the street.	**Consistent.** The Project would remove the existing surface parking lots within the Hotel Parcel that is adjacent to Wilshire Boulevard. Rather than surface parking, the parking on the Hotel Parcel would be located within a 428-space subterranean structure below the Project Site. On-site aisle spaces would be provided for temporary valet parking. In addition, the Project would redevelop the existing Second Street Parcel, which is currently paved as a surface parking lot that is used by the hotel. Parking on the Second Street Parcel would also be subterranean.
Policy D.4: Locate active retail space on a pedestrian street facing the sidewalk at the ground level.	**Consistent.** In contrast to existing conditions, the Project would provide pedestrian-oriented, ground level retail uses along part of the Project Site's Wilshire Boulevard and Second Street frontages.
Policy D9.5: Encourage public art throughout the Downtown.	**Consistent.** The Project would provide the Public Garden Terraces, which would be approximately 0.32 acre of public open space at the intersection of Wilshire Boulevard and Ocean Avenue. A prominent piece of public art as well as bench seating and a linear lawn area would be included in this area.
Policy D9.6: Improve the aesthetic appearance of the alleys, and where appropriate incorporate the alleys into the pedestrian system.	**Consistent.** The Hotel Parcel encompasses the entire City block and does not back onto an alley; therefore, this policy does not apply. For the Second Street Parcel, the Project's affordable housing building would be oriented to the street; however, the development would improve the aesthetic appearance of the alley (2nd Court) as it would replace a surface parking lot with no landscaping. With vehicular access provided via the alley, attention would be given to the design of the entryway.

Policy/Goal	Analysis of Project Consistency
Policy D10.2: With new development along the east side of Ocean Avenue, provide landscaping and open space to create a visual connection to Palisades Park.	**Consistent.** The Project would result in the removal of the perimeter wall around the Hotel Parcel and would open up the Project Site visually and physically to the public through the provision of open space at the intersection of Wilshire Boulevard and Ocean Avenue and the provision of walkways through the Hotel Parcel thereby contributing to the enhancement of the social, physical and environmental quality of the area. Approximately 0.32 acres of public open space, the Public Garden Terraces, would be located at the intersection of Wilshire Boulevard and Ocean Avenue and would include bench seating, a prominent piece of public art, and a linear lawn area. In addition, the Miramar Gardens, which would be approximately 0.76 acres in size, would be located adjacent to the Public Garden Terraces and would be open to the public when not in use by the hotel. The proposed public open space would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue.

SOURCE: ESA, 2019

Downtown Community Plan

The Project is compared to the applicable aesthetic objectives of the DCP in **Table 4.1-3**, *Comparison of the Project with Applicable Aesthetics Objectives of the DCP*. As shown in Table 4.1-3, the Project would be consistent with applicable policies, impacts with respect to policies and regulations that govern scenic quality in the Downtown Community Plan would be less than significant.

TABLE 4.1-3
COMPARISON OF THE PROJECT TO APPLICABLE AESTHETICS OBJECTIVES OF THE DCP

Objective	Analysis of Project Consistency
Chapter 5 Design Guidelines	
Objective 1: Maximize architectural integrity and quality.	**Consistent:** The Project would be designed to complement the character, tone, and scale of surrounding development. The Project would be constructed in a modern design that would emphasize transparency of interiors as viewed from surrounding streets and sidewalks. The Project would incorporate open space components within the setting and building design, provide a strong horizontal emphasis with deep overhangs defining individual floors and building functions, feature varied building heights and stepbacks, and be constructed of high-quality materials that would maximize architectural integrity. The residential building on the Second Street Parcel is anticipated to be modern/contemporary in architectural style and would comply with the maximum ground floor height, the required stepbacks above the ground floor, and other applicable development standards related to urban form and design in accordance with the DCP. The Project would be subject to final design review and approval.

Objective	Analysis of Project Consistency
Objective 2: Create human-scaled buildings that contribute to a pedestrian-oriented public realm.	**Consistent:** The Ocean Building, which would interface with Wilshire Boulevard, Ocean Avenue, and Second Street frontages, would be designed to contribute to the pedestrian public realm. The building would provide ground-level retail uses at Wilshire Boulevard and 2nd Street, and at Wilshire Boulevard near Ocean Avenue that would enhance the pedestrian connection between the Project Site and the Third Street Promenade and existing commercial uses along Wilshire Boulevard. The Wilshire frontage near Ocean Avenue would feature open columns, pedestrian paths into the Project Site, and a building height of 28 feet to create a human-scale. The ground level retail uses, as well as second- and third-floor restaurants would be enclosed with ground to ceiling glazing to allow visibility into the building interiors from the adjacent sidewalks. The accommodation of pedestrian and visual access through the Hotel Parcel would add a human scale that the property does not currently possess. The affordable housing building on the Second Street Parcel would replace an existing surface parking lot with a new building that would be designed in accordance with DCP standards, including those that address pedestrian scale. Development of new housing would improve the pedestrian environment.
Objective 3: Create visual interest and variety in building and landscape design along every street.	**Consistent.** The Project's new Ocean Building and the California Building, would feature a variation in building heights. The proposed residential building on the Second Street Parcel would be 60 feet in height and the proposed California Building on the Hotel Parcel would be 80 feet in height. The existing historic Palisades Building is 78 feet in height. The Ocean Building on the Hotel Parcel would range from a height of 28 feet near Wilshire and Ocean Avenue, rise to a height of 91feet near Wilshire and Second Street, and step up to 94 feet and 116 feet, respectively, along the Second Avenue frontage. The Ocean Building's tallest component (130 feet) would be mid-block and constructed on an east/west axis at approximately the center of the Hotel Parcel. With this alignment, the shorter west wall would face Ocean Avenue. The California Building would also be constructed on an east/west axis, so the shorter west wall would interface Ocean Avenue. This configuration would maximize open space and landscaping visible from Ocean Avenue. A landscaped plaza available to the public and accessed from Wilshire Boulevard and Ocean Avenue would be incorporated into the building design. Open columns and walkways would be provided to accommodate pedestrian access into the Project Site. The Project would remove existing walls/barriers along the Ocean Avenue, Wilshire Boulevard, and California Avenue sidewalks and on-site surface parking lots along Wilshire Boulevard and Ocean Avenue to allow physical and visual access into the site from the adjacent sidewalks. The proposed landscape concept would feature the Moreton Bay Fig Tree and would include a landscaped open space around the tree in the shape of a partial ellipse (The Miramar Gardens) with terraced gardens stepping down to the publicly-accessible garden space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). The plan proposes to locate a prominent work of public art near the corner of Ocean Avenue and Wilshire Boulevard to establish a new and active public edge that reconnects the Site with Palisades Park. All street frontages, including California Avenue~~Street~~, would be landscaped. The removal of the perimeter wall would open the Hotel Parcel along Second Street to allow views through the property to the Moreton Bay Fig tree in the foreground, Palisades Park in the mid-ground, and Santa Monica Bay on the horizon. The Second Street Entry Court would be treated with landscaping, decorative paving, and pedestrian pathways. Mature planting, trees and low-scale hedges would be planted in the areas around the Second Street Entry Court to accent the Ocean Building's architecture, screen the garage circulation ramps, and to emphasize the pedestrian pathways on each side of the Second Street Entry Court that would provide pedestrian access from Second Street into and through the Hotel Parcel. While the architectural design for the 100% Affordable Housing building is still under consideration, the design of the building would follow DCP standards. Specific design would be subject to final review and approval by the City's Architectural Review Board. Therefore, this building would be expected to be designed to create visual interest.

Objective	Analysis of Project Consistency
Objective 4: Animate building frontage on the ground floor to create an inviting public realm.	**Consistent.** Pedestrian-oriented retail and restaurant uses would be provided at Wilshire Boulevard and Second Street. The corner of Wilshire Boulevard and Ocean Avenue would have publicly-accessible open space and would include prominent public art to further invite members of the public to enjoy the use of the Hotel Parcel. In addition to open space, the Ocean Avenue frontage would include ground floor food and beverage uses open to the public. The active ground-level uses would be focused on the southern half of the site while the northern half of the site would be generally reserved for hotel guest rooms and open space in order to provide an appropriate transition to the neighboring residential uses to the north. The affordable housing building on the Second Street Parcel would replace an existing surface parking lot with a new building that would be designed in accordance with DCP standards, including those that address pedestrian friendly building frontages. Development of new housing would create a more inviting public realm than existing conditions.
Objective 6: Create ambience and a safe environment along the street at night that encourages pedestrian activity.	**Consistent.** The Project would remove the existing perimeter wall along the Ocean Avenue, Wilshire Boulevard, and California Avenue~~Street~~ sidewalks, as well as the existing hotel buildings (not including the Palisades Building) and on-site surface parking lots along Wilshire Boulevard. The removal of these features would create a greater line-of-sight between the interior of the Project's buildings and the public sidewalk along all four adjacent streets. The Project would incorporate street-oriented retail uses along Wilshire Boulevard and at Second Street and Wilshire Boulevard. The low-reflective glass would provide transparency between the sidewalk and building interior. Street-oriented retail uses and the removal of the existing perimeter wall would also allow for a direct line of sight between the Hotel Parcel's Public Garden and the street and, thus, enhance the security of the public streets surrounding the Project Site. In addition, the Project would include dedicated, 24-hour, on-site security services. The Hotel Parcel security team would consist of a central command post and security staff patrolling the Hotel Parcel. In addition, Security cameras would be located throughout the property. Code-required lighting for passageways and recesses would be provided in sufficient levels for public safety. The Hotel Parcel's open spaces would be controlled by the use of temporary ropes or barriers as needed for events and monitored on a 24-hour basis. The affordable housing building on the Second Street Parcel would replace an existing surface parking lot with a new building that would be designed in accordance with DCP standards, including those that address pedestrian friendly building frontages. Development of new housing would create more pedestrian activity.
Objective 7: Create shared enjoyable private open space	**Consistent.** The Project would provide ground-level open space available to the public and to hotel guests, visitors, and residents. In addition, the Ocean Building would have balconies that would provide private outdoor space for hotel guests and residents. Public open space includes the Miramar Gardens and Public Garden Terraces. The Miramar Gardens/ Public Garden Terraces (totaling 47,000 square feet or 1.08 acres) would surround the Moreton Bay Fig Tree and would be open to Ocean Avenue. Additional upper level decks for the restaurant and the Bungalow lounge/bar, which would be open and available to the public, would be located on the second floor of the ~~California~~ Ocean Building overlooking Ocean Avenue. The proposed affordable housing building on the Second Street Parcel would include both common and private open space for residents in accordance with the DCP standards.

Objective	Analysis of Project Consistency
Design Guidelines requirements: • Pedestrian access • Ground floor permeability • Roofs • Façade articulation • Architectural lighting • Privately owned public space.	**Consistent:** Design Guidelines requirements: • Pedestrian access: The Project would remove the existing perimeter wall along the Ocean Avenue, Wilshire Boulevard, and California Avenue~~Street~~ sidewalks; the existing buildings and delivery bays along Second Street (not including the Palisades Building); and on-site surface parking lots along Wilshire Boulevard and Ocean Avenue. These buildings and uses would be replaced with new buildings and public landscaped pedestrian pathways flowing into and through the Hotel Parcel and open space. In addition, retail and restaurant uses would be directly accessible from the public sidewalk or from the publicly-accessible open space located at the corner of Ocean Avenue and Wilshire Boulevard, which would further accommodate pedestrian access to such uses. • Ground floor permeability: Ground floor commercial uses in the Ocean Building would feature ground to ceiling glazing and direct access to the publically-accessible Miramar Gardens and Public Garden Terraces, or to the Wilshire/Second Street sidewalks. • Roofs: The Project would feature a range of building heights that follow an elliptical curve. The varied heights would reach their peak in the middle of the Hotel Parcel. The Ocean Building would include horizontal projections that add further distinction to the design of the rooftop through a series of setbacks. The lower roof decks created by the setbacks would accommodate elevated garden terraces that would create additional open space and add interest to the character of the roof. Roof heights would be less than some neighboring buildings within the Santa Monica skyline. • Façade articulation: The Ocean and California Buildings as envisioned would have a contemporary urban design that incorporates large expanses of glass, spandrel glass or similar material with warm wood and brushed metal accent materials against deep, continuous balcony projections. The balcony projections and building stepbacks, which would define each story, would create a strong horizontal aspect and articulated facade in both buildings. • Architectural lighting: Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting on new buildings would be similar to that occurring on the existing Ocean Tower. Pool decks and restaurant areas in the Ocean Building would include low-level lighting for the outdoor dining areas. Lighting would be provided by wall/ground fixtures or decorative sconces. The use of pole mounted lighting or floodlights is not anticipated. • Privately owned public space. The Project would provide ground-level public open space, including the Miramar Gardens/ Public Garden Terraces. The Miramar Gardens/ Public Garden Terraces (totaling 47,000 square feet or 1.08 acres) would surround the Moreton Bay Fig Tree and would be open to Ocean Avenue. Additional upper level decks for the restaurant and the Bungalow lounge/bar, which would be open and available to the public would be located on the second floor of the California Building overlooking Ocean Avenue.

SOURCE: ESA 2019.

Open Space Element

The Project is compared to the applicable aesthetic policies of the General Plan Open Space Element in **Table 4.1-4**, *Comparison of the Project with Applicable Aesthetic Objectives of the Open Space Element*. As shown in Table 4.1-4, the Project would be consistent with objectives to clarify city form and structure and through the provision of public-access open space, heighten the sense of nature within the City and increase the accessibility of open space. The Project would also meet the objective to incorporate art and cultural park design. Because the Project would be consistent with applicable policies, impacts with respect to policies and regulations that govern scenic quality in the Open Space Element would be less than significant.

TABLE 4.1-4
CONSISTENCY OF THE PROJECT WITH APPLICABLE AESTHETICS OBJECTIVES OF THE OPEN SPACE ELEMENT

Objectives	Analysis of Project Consistency
Objective 1: Develop and maintain a diversified and balanced system of high-quality open space	**Consistent.** The Project would contribute to the Downtown's public space inventory with the provision of the publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. The Project would create approximately 1.08 acres of publicly accessible open space. The Public Garden Terraces, which would be approximately 0.32 acre located at the intersection of Wilshire Boulevard and Ocean Avenue, would include bench seating, a prominent piece of public art, and a linear lawn area. The proposed public open space would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. In addition, the Project would include the Miramar Gardens, which would be approximately 0.76 acres in size, adjacent to the Public Garden Terraces. This area would be open to the public when not in use for Hotel functions. The Project would also result in the removal of the perimeter walls around the Hotel Parcel and the creation of pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. These open spaces and walkways through the Site are designed to re-establish views of and access to the Moreton Bay Fig Tree from Ocean Avenue, Wilshire Boulevard and Second Street.
Objective 7: Clarify City Form and Structure	**Consistent.** The Project would be consistent with the area's existing building heights and structural form through the implementation of height limitations and variations set forth in the DCP and, as such, would not adversely affect the City's form and structure. The Project would maintain views of the on-site Moreton Bay Fig tree (an open space component) and the on-site historic Palisades Building. It would not reduce views of, or access to, any off-site open spaces, such as Palisades Park, Santa Monica Bay, and the Santa Monica Pier. It would not block views of the trees along California Avenue, Ocean Avenue, and Wilshire Boulevard. The removal of existing on-site perimeter walls/barriers and on-site surface parking lots, as well as creation of the Second Avenue Entry would open views across the Project Site of the Moreton Bay Fig tree, Palisades Park, and Santa Monica Bay, and, as such, would clarify the form and structure of the City's existing open space components and historical structures.
Objective 8: Heighten the sense of nature within the City	**Consistent.** The Project would provide landscaped open space available to the public, as well as upgrade street landscaping. Landscaped areas within the Hotel Parcel of the Project Site would include the Miramar Gardens/ Public Garden Terraces that would total approximately 47,000 square feet or 1.08 acres, which would surround the Moreton Bay Fig Tree. The open space areas would provide views to the ocean and would reconnect the Hotel Parcel to the Palisades Park, thereby increasing the sense of nature within the City.
Objective 9: Increase the accessibility of open space	**Consistent.** As indicated above, the Project would provide approximately 1.08 acres of open space. The Public Garden Terraces, which would be approximately 0.32 acre of public open space at the intersection of Wilshire Boulevard and Ocean Avenue, would include bench seating, a prominent piece of public art, and a linear lawn area. In addition, the Miramar Gardens (approximately 0.76 acres), to the east of the Public Garden Terraces, would be available for public use when not in use for hotel functions.
Objective 10: Incorporate art and cultural park design	**Consistent.** The Public Garden Terraces at the intersection of Wilshire Boulevard and Ocean Avenue would include a prominent piece of public art.

SOURCE: ESA, 2019.

City of Santa Monica Urban Forest Master Plan

The trees in any public street or public place in Santa Monica are collectively referred to as a Community Forest and are managed by the City's Public Landscape Division. The Project would result in the removal of two street trees, one on Ocean Avenue and one on 2nd Street, to provide vehicular access to the Project Site.[24] Tree replacement for these two trees would be based on the City's valuation methodology and approval. Street tree replacement would occur for the removal of the street trees in accordance with the City requirements.

With the removal of the existing curb cuts on Wilshire Boulevard, two new street trees would be planted. In addition, along Ocean Avenue there are also seven street trees that are not the species identified in the UFMP for Ocean Avenue and would be transplanted by the City. If approved by the City, the parkway planter adjacent to the southern end of the Project Site would be extended. The Applicant would plant the designated species, with these new trees counting towards the replacement trees required for the removal of street trees. All tree removals, relocations, and plantings within public right of way are subject to review and approval by the City upon completion of each project's community design and commission review process.

With the new street trees along Wilshire Boulevard, the provision of open space at the corner of Wilshire Boulevard and Ocean Avenue, and the new landscaping throughout the Project Site, the Project would increase the City's urban forest and compensate for the removed street trees. Because the Project would increase the urban forest the Project is considered consistent with the objectives of the Tree Code.

City of Santa Monica Local Coastal Program Land Use Plan

Table 4.1-5, *Comparison of the Project with Applicable Aesthetics Policies of the Local Coastal Plan* provides an analysis of the Project relative to the applicable aesthetic policies of the 2018 Local Coastal Program Land Use Plan. As shown in Table 4.1-5, the Project would be consistent with policies to protect the scenic and visual qualities and views of coastal areas and would not obstruct views of Palisades Park, Santa Monica Bay, the Santa Monica Pier, and mature palm trees along California Avenue, Ocean Avenue, and Wilshire Boulevard. Utilities would be underground. The removal of the existing perimeter wall and the on-site surface parking lots on the Hotel Parcel along with the provision of open space and the installation of new gardens would open up views of the Moreton Bay Fig Tree. In addition, the proposed modern design of the buildings would form a series of elevated terraces and would create a partial ellipse around the Morton Bay Fig Tree. The buildings would have varying heights and stepbacks and would not block views of scenic resources but would protect scenic resources and enhance the visual quality of the public scenic views of the surrounding area.

The Project would be designed and sited to be visually compatible with the character of the surrounding area and the existing on-site historic Palisades Building and with the modern design and tone of surrounding mid- and high-rise buildings. The Project's development plans, including

[24] The street tree along Ocean Avenue tested positive for Fuserium Wilt disease and may be removed by the City due to its condition. In addition, the City would remove two other street trees since one is dead and one is diseased.

landscape plans for both parcels, would be submitted to the City's ARB for final review and approval would be consistent with policies requiring a site specific visual assessment. As indicated, the existing walls/barriers surrounding the Hotel Parcel would be removed, and an approved landscape plan would be provided~~ in accordance with ARB policies~~. Signs would be designed and located to minimize impacts to visual resources. Exterior lighting would be designed to minimize all forms of light pollution, including light trespass, glare, and sky glow. Security lighting would be attached to structures and controlled by motion detectors, as required. Thus, the Project would be consistent with applicable policies, in the Local Coastal Plan that govern scenic quality and impacts would be less than significant.

TABLE 4.1-5
CONSISTENCY OF THE PROJECT WITH APPLICABLE AESTHETICS POLICIES OF THE LUP

Scenic and Visual Resources Policies	Analysis of Project Consistency
Policy 134. Section 30251: Protection of scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance; siting and design of development to protect views of scenic coastal areas, etc.	**Consistent.** The Project would not adversely affect the area's scenic and visual resources, including views of the on-site Moreton Bay Fig tree, the on-site historic Palisades Building, or any off-site scenic resources, such as Palisades Park, Santa Monica Bay, the Santa Monica Pier, or mature palm trees along California Avenue, Ocean Avenue, and Wilshire Boulevard. The removal of existing perimeter wall and on-site surface parking lots, as well as the provision of open space and the creation of the Second Street Entry, would open views into and through the Project Site. The site plan and building design would allow views of the on-site Moreton Bay Fig Tree and views through the Project Site to Palisades Park and Santa Monica Bay. Therefore, with the removal of the perimeter wall and the provision of open space at the intersection of Wilshire Boulevard and Ocean Avenue, the Project would enhance and preserve views across the Project Site from adjacent public streets and sidewalks and the nearby Palisades Park.
Policy 135. All new development in the Coastal Zone to provide underground utilities, etc.	**Consistent.** All utilities in the Project vicinity are currently located underground and any new utilities serving the Project Site would be placed underground.
Policy 136. In all new development, public and private parking lots shall include landscaping.	**Not Applicable.** The Project would remove existing, on-site surface parking lots. Parking would be provided within a subterranean parking structure.
Designated Scenic Corridors and Vantage Points:	
Policy 143. The City shall protect scenic resources and views from designated scenic corridors and vantage points in order to protect, preserve, and where feasible, enhance the visual quality of scenic resources and public scenic views within the City's Coastal Zone.	**Consistent.** The removal of the existing perimeter wall, installation of new gardens, open space, and views of the Moreton Bay Fig Tree and removal of on-site surface parking lots, coupled with proposed modern building design and buildings that do not block views of scenic resources (see Impact Statement AES-1, above), would protect scenic resources and enhance the visual quality of the public scenic views of the surrounding area, including views of Palisades Park and views along Ocean Avenue.

Scenic and Visual Resources Policies	Analysis of Project Consistency
Policy 144. New development located within the viewshed area identified for view preservation in connection with a designated scenic corridor or vantage point (see Map 20, Chapter 3) shall be designed and sited to be visually compatible with the character of the surrounding area, to restore and enhance visual quality in visually degraded areas, and to protect public views to the coast and scenic coastal areas, etc.	**Consistent.** As shown on Map 20 of the LUP, within the Project Site vicinity, Ocean Avenue from Bernard Way to the northern City boundary, the California Incline and the Santa Monica Pier are designated scenic corridors and the intersection of Wilshire Boulevard and 3rd Street looking west is a designated vantage point. The Project would be compatible in design with the existing, on-site historic Palisades Building and with the modern design and tone of surrounding mid- and high-rise buildings. The Project with a maximum height of 130 feet and variety of building heights would not exceed the high-rise buildings, which range in height from 125 to 300 feet (see Table 4.1-1, *Summary of Near-by High-Rise Buildings*) that form the surrounding City skyline. The provision of publically accessible open space and the removal of the perimeter wall along Ocean Avenue would enhance the visual quality with the viewshed. Furthermore, the Project would not alter public views to the coast and scenic coastal areas.
Policy 145. Visual Assessments. A site specific visual assessment shall be required for all development that has the potential to impact a designated scenic corridor or vantage point to evaluate the magnitude and significance of impacts as a result of the proposed development. The visual assessment shall include an analysis of all feasible siting or design alternatives that would minimize impacts to visual resources. The alternatives analysis shall identify the least environmentally damaging alternatives and shall demonstrate that the development has been designed to avoid or if avoidance is not feasible, to minimize and mitigate, adverse impacts to visual resources. The impacts to views from the proposed development and the alternatives must be adequately demonstrated through such means as visual simulations, three-dimensional massing models, perspective drawings, rendered streetscape elevations, and/or story poles and flagging.	**Consistent.** As indicated above, Ocean Avenue from Bernard Way to the northern City boundary, the California Incline and the Santa Monica Pier are designated scenic corridors and the intersection of Wilshire Boulevard and 3rd Street looking west is a designated vantage point in the Project Site vicinity. The Project would remove existing impediments to views on the Hotel Parcel and would enhance the viewshed through the removal of the perimeter wall, provision of open space, and the modern architectural design that would take cues from the Palisades bluff's topography, with the buildings and landscape gardens forming a series of elevated terraces to create a partial ellipse around the Moreton Bay Fig Tree. In addition, please see the visual assessment, with accompanying simulations that is presented under Impact Statement AES-1, above. The Applicant will obtain all the necessary approvals for the Project.
Policy 151. Fencing. Where accessory walls or fencing has the potential to impact designated scenic view corridors or vantage points, such development shall be avoided to the maximum extent feasible. Etc.	**Consistent.** The Project would remove the existing perimeter wall thereby opening up visual and physical access to and through the Hotel Parcel. New fencing or accessory perimeter walls that would impact designated scenic view corridors or vantage points would not be installed.
Policy 152. Landscape Plans Required. Applications for new development on sites within the viewsheds of designated scenic corridors and vantage points shall be required to have an approved landscape plan prepared by a licensed design professional, etc. a. Plants shall be native and/or drought-tolerant species, and blend with the existing natural vegetation and natural habitats on the site. The use of any plant species listed as problematic, a noxious weed, or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, the State of California, or the U.S. Federal Government shall be avoided unless necessary for habitat restoration of a sensitive species. b. Landscaping shall be designed to avoid obstructing or limiting public views for the life of the development. Plant materials shall be chosen to avoid intrusion into the viewshed at their maximum growth potential. The property owner shall maintain or re-establish new plant materials where plant materials inadvertently intrude into the protected viewshed.	**Consistent.** As part of the Project's necessary approvals, landscape plans for both the Hotel Parcel and the Second Street Parcels would be prepared by a licensed design professional and shall be submitted for design review ~~to the ARB~~. In addition, a Tree Protection Plan for the Moreton Bay Fig Tree and any removal or replacement of existing street trees shall be reviewed by the City's Urban Forester, Landmarks Commission, or another design review process/body. a. The Project would implement a low-water drought tolerant landscape plant palette. The selection of plants would consist of native and/or drought-tolerant species, and blend with the existing natural vegetation and natural habitats on the site. No identified problematic, noxious weed, or invasive species would be planted on-site. b. New landscaping, including street trees, when mature would not obstruct or limit public views. Street trees would be planted in accordance with the UFMP. Plant materials shall be chosen to avoid intrusion into the viewshed at their maximum growth potential.

Scenic and Visual Resources Policies	Analysis of Project Consistency
153. Plantings and Landscaping Blocking Views. Planting and landscaping plans shall be disapproved if any or all of the proposed plant materials have the potential to block a public scenic view or public views of an important scenic resource with normal growth.	**Consistent.** The new landscaping, including any street trees when mature, would not block or meaningfully diminish views of Palisades Park, Santa Monica Bay, or other scenic resources in the area. Street trees that would be planted would be in accordance with the UFMP, which takes into consideration scenic views. Public views of the Moreton Bay Fig tree would be opened up and enhanced.
Signs and Lighting	
156. Signage compatibility. Signs shall be designed and located to minimize impacts to visual resources. Signs approved as part of commercial development shall be incorporated into the design of the project and shall be subject to height and width limitations that ensure that signs are visually compatible with surrounding areas and protect designated public scenic viewing areas.	**Consistent**. Signage would be limited to Project Site identification and would be incorporated into the design of the Project. Signs would be located at the main entrances to the Hotel Parcel, including Second Street, Ocean Avenue, and Wilshire Boulevard. Additional signage may be considered at the corner of Wilshire Boulevard and Second Street and the corner of California Avenue and Ocean Avenue, with low level accent lighting to provide readability at night similar to the existing hotel signage at these locations. Signage on ground-level retail spaces at Wilshire Boulevard and Second Street and ground level food and beverage outlets would include accent lighting to provide readability at night. No digital signage or signage that is substantially different from that on the existing Hotel Parcel is anticipated, except for the proposed re-establishment of a "Miramar Hotel" sign on the roof of the Palisades Building. The affordable housing building on the Second Street Parcel would have minimal signage limited to identification/address signage. The location, size, materials and colors of any signage would be reviewed by the Landmarks Commission and/or ARB in accordance with either or both the Santa Monica Landmarks Ordinance (SMMC Chapter. 9.56) and the Santa Monica Sign Code (SMMC Chapter 9.61).
157. Signage in Sensitive Viewsheds. Placement of signs other than for traffic or public safety, utilities, or other accessory equipment that obstruct views to the ocean, beaches, parks, or other scenic areas from designated public scenic viewing areas and scenic corridors shall be prohibited.	**Consistent.** The Project would not locate signs within the scenic corridor along Ocean Avenue or in a way that would obstruct views from the vantage point at Wilshire Boulevard and 3rd Street. Signage would not be located within sensitive viewsheds of Santa Monica Bay, the Pacific Ocean, Santa Monica State Beach Park, or Palisades Park..
158. Open Space Night Sky Preservation. Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall minimize all forms of light pollution, including light trespass, glare, and sky glow. Where new development is adjacent to beaches, open space, or located where it may impact scenic resources or public viewsheds, exterior lighting shall be restricted to low-intensity features that are shielded consistent with the following standards: a. The minimum lighting necessary shall be used to light walkways used for entry and exit to the structures, including parking areas, on the site; b. Security lighting shall be attached to structures and controlled by motion detectors; c. The best available visor technology and shielding shall be used to minimize light spill and direct/focalize lighting downward, toward the targeted area(s) only; p o l i c i e s introduction coastal zone existing conditions d. The development shall use the best available technology and a lighting spectrum designed to minimize lighting impacts on wildlife and habitat as well as minimize glare and sky glow; e. Lighting shall avoid or minimize light to trespass into	**Consistent.** Outdoor landscape lighting on the Hotel Parcel would be comparable to existing conditions. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting on new buildings would be similar to that occurring on the existing Ocean Tower. Outdoor lighting would be in accordance with SMMC Section 9.21.080 and would be shielded so as not to produce obtrusive glare onto the public right-of-way or adjacent properties. a. Code-required lighting for passageways and recesses would be provided only in sufficient levels for public safety. Parking would be located in a subterranean structure and the Project would eliminate pole lighting used in existing surface parking areas in the Hotel and Second Street Parcels. The minimum lighting necessary shall be used to light walkways used for entry and exit to the buildings. b. Security lighting shall be attached to structures and controlled by motion detectors, as required. c. The Project would implement the best available visor technology and shielding to minimize light spill and direct/focalize lighting downward, toward the targeted area only.

Scenic and Visual Resources Policies	Analysis of Project Consistency
native habitat or open space areas to minimize impacts on wildlife;	d. Not applicable – the Project Site is urbanized and no wildlife or natural habitat would be affected.
f. Lighting sources shall not be directly visible from public viewing areas;	e. Not applicable – the Project Site is urbanized and no wildlife or natural habitat would be affected.
g. Lighting is prohibited around the perimeter of the parcel or for aesthetic purposes.	f. Lighting will be shielded and directed so that the light source (glare) would not be visible.
	g. Continuous perimeter lighting (strings of lights) would not be implemented.

SOURCE: ESA 2019

Light and Glare Impacts

AES-4: Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Impact Statement AES-4: *Lighting for the Project's construction would be consistent with standard construction practices. Operation lighting would be similar to existing conditions on-site and along Wilshire Boulevard and Ocean Avenue in the Project vicinity. Signage would be for building and business identification and consistent with SMMC regulations. As such, the Project would not create a new source of substantial light and glare that would adversely affect day or nighttime views in the area. However, in accordance with Section 21009(d)(1), this analysis is provided for information purposes only and impacts related to light and glare would be less than significant.*

Construction Impacts

Lighting needed during Project construction could generate minor light spillover in the vicinity of the Project Site, including residential uses to the north and east. However, construction activities are anticipated to occur during daylight hours and construction-related illumination would be used for safety and security purposes only. Such lighting would be shielded and directed onto the Project Site. Security fencing would also screen most light sources from view of nearby sensitive receptors located along 2nd Street, California Avenue, and on 3rd Street. Thus, light associated with construction activities would not adversely affect day or nighttime views in the area. Therefore, artificial light impacts associated with construction would not be adverse.

Construction activities are not anticipated to result in large expanses of flat, shiny surfaces that would reflect sunlight or generate substantial glare. Therefore, no impacts with respect to reflected sunlight and glare during construction would occur.

Operation Impacts

The extent of ground-level outdoor landscape lighting on the Hotel Parcel would be comparable to existing conditions. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or

fixtures at main entrance points. The building accent lighting would be similar to that occurring on the existing Ocean Tower.

Pool decks and restaurant areas in the Ocean Building would include low-level lighting for the outdoor dining areas. Lighting would be provided by wall/ground fixtures or decorative sconces. The pool deck on level three of the proposed Ocean Building, the roof-deck for the residential guest on level eight of the Ocean Building, and the roof deck of the proposed California Building would feature low level wall/floor lighting with decorative sconces or low levels of landscape lighting. The use of pole mounted lighting or floodlights is not anticipated.

All outdoor lighting would be in accordance with SMMC Section 9.21.080. As such, lighting fixtures would be shielded so as not to produce obtrusive glare onto the public right-of-way or adjacent properties. Code-required lighting for passageways and recesses would be provided in sufficient levels for public safety.

Signs would be located at the main entrances to the Hotel Parcel, including Second Street, Ocean Avenue, and Wilshire Boulevard. Additional signage may be considered at the corner of Wilshire Boulevard and Second Street and the corner of California Avenue and Ocean Avenue, with low level accent lighting to provide readability at night similar to the existing hotel signage at these locations. Signage on ground-level retail spaces at Wilshire Boulevard and Second Street and ground level food and beverage outlets would include accent lighting to provide readability at night. No digital signage or signage that is substantially different from that on the existing Hotel Parcel is anticipated, except for the proposed re-establishment of a "Miramar Hotel" sign on the roof of the Palisades Building. The location, size, materials and colors of any signage would be reviewed by the Landmarks Commission and/or ARB in accordance with either or both the Santa Monica Landmarks Ordinance (SMMC Chapter. 9.56) and the Santa Monica Sign Code (SMMC Chapter 9.61).

Artificial lighting would be consistent with ambient lighting in the Downtown and surrounding development and, as such, would not create a new source of substantial light and glare that would adversely affect day or nighttime views in the area. However, in accordance with PRC Section 21009(d)(1), this analysis is provided for information purposes only and impacts related to light and glare would be less than significant.

Shade, Shadow, and Solar Access

AES-5: Would the project produce extensive shadows affecting adjacent uses or property?

Impact Statement AES-5: *The Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. As such, the Project would not interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses and impacts resulting from shading would be less than significant. However, this analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1).*

The Project's taller California and Ocean Buildings, which would range in height from 80 feet (California Building), from 28 to 130 feet (Ocean Building), and the Second Street Parcel's residential building (60 feet) would generate longer off-site shadows than those occurring under existing conditions. In order to determine the extent of the shading from the new buildings, off-site shading diagrams were prepared to show the shading patterns that would occur during the winter solstice, at which time shadows are at their maximum length and duration (see **Figure 4.1-11,** *Winter Solstice Off-Site Shadows*). As shown in Figure 4.1-11, new shading would occur at 9:00 AM at the ground-level pool deck for the Santa Monica Bay Towers (101 California Avenue~~Street~~) from development of the Hotel Parcel. However, by 12:00 PM, the new shadow would have moved completely off this residential property. As such, since shading of this sensitive use would not occur for more than three hours during the winter solstice, shading impacts would be less than significant. New shadow in excess of three hours, lasting from 9:00 AM to shortly after 12:00 PM would occur along a section of California Avenue~~Street~~ in an area not considered sensitive to shading. New shading would also occur along 2nd Street, including a small section of 9:00 AM shadow along the sidewalk in front of the Huntley Hotel (1111 2nd Street) and a small section of 12:00 PM shadow in front of the two-story residential building at 200 California Avenue (southeast corner of 2nd Street and California Avenue). However, the new shading in this area would not exceed three hours, nor affect any recreational or other sensitive uses at the Huntley Hotel or residential building. A new 12:00 PM shadow would occur along a portion of the Huntley Hotel and the Project's Second Street Parcel's street frontage. This shading would be contained primarily in the street and, with the exception of a very small strip along the sidewalk, shading would not occur for more than three consecutive hours. The new shading would also extend along the front of a commercial building at 1137 2nd Street, but would not exceed three consecutive hours.

Another sensitive recreational use in the area is the pool deck associated with the six-story, 1118 3rd Street residential building, located adjacent to the proposed building on the Second Street Parcel. As shown in Figure 4.1-11, the Project would not cast new shadows on this use. No other sensitive recreational uses in the area, such as Palisades Park, would be shaded by the Project. The Project would also not cause new shading of residential balconies or other sensitive uses. No solar collectors located in the area would be shaded by the Project. Therefore, because the Project would not shade off-site shade sensitive uses at the winter solstice maximum for more than three consecutive hours, impacts with respect to off-site shading would be less than significant.

Shading during the spring, summer, and fall seasons would be less extensive (shorter) and would have minimal effect on surrounding land uses. Because the winter shadows would not exceed impact standards at adjacent, surrounding land uses, no impacts with respect to solar access would occur.

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SOURCE: ESA, 2019; Basemap Google Earth, 2019

Miramar Hotel Project

Figure 4.1-11
Winter Solstice Off-Site Shadows

ESA

The on-site Moreton Bay Fig Tree, a City landmark, would also be subject to new shadow impacts. As discussed in Section 4.3, *Biological Resources*, of this EIR, the on-site Moreton Bay Fig Tree requires adequate access to sunlight to maintain the optimal health of the tree. As a result, the introduction of new structures that shade the Moreton Bay Fig Tree may result in environmental impacts to the tree. The Tree Protection Plan evaluated the potential environmental impacts of shading from the Project's proposed buildings and concluded that the orientation of new structures and their relationship to the Moreton Bay Fig Tree is favorable. As discussed in Section 4.3, and in Appendix C of this EIR, *Moreton Bay Fig Shade Shadow Study*, the tree would be subject to an array of seasonal shading, which would be greatest during the morning hours. However, as discussed in Section 4.3, upon completion of the Project, the Moreton Bay Fig Tree would still receive an adequate amount of afternoon sun based on the footprint of the new buildings.

Given that the construction of the proposed on-site buildings would occur over time and the change in light levels would not be dramatic or sudden, the Tree Protection Plan concludes that for any areas that may be in long-term shade, the leaf drop would be minimal and gradual with some small number of highlight leaves falling off and being incrementally replaced over an extended period of time. By the time the proposed buildings are completed and the shade and shadow patterns set, the Moreton Bay Fig Tree should have made all necessary internal adaptation so as to show no visible sign of any negative impact. Therefore, the shadow pattern cast by the Project would result in a less than significant impact to the Moreton Bay Fig Tree. Therefore, all impacts associated with shade-shadow and solar access would be less than significant. Regardless, this analysis is provided for informational purposes only since the aesthetics impacts of the Project are considered less than significant pursuant to PRC Section 21099(d)(1).

4.1.4.5 Cumulative Impacts

Development of other cumulative projects (i.e. projects that are either under construction, approved or pending) within the City (as listed in Table 3-1 of Chapter 3 of this EIR) would combine with the Project in contributing to new development within the City and more specifically within the Downtown. The combined projects would potentially alter the City's aesthetic character.

None of the cumulative projects are located adjacent to the proposed Project and, thus, cumulative effects regarding line of sight along adjacent streets are not anticipated. The nearest cumulative projects include the addition of a few residential units and a few modifications and/or conversion of types of commercial use within existing commercial use parcels.

New development is subject to the policies and regulations of the City's LUCE, DCP, and Zoning Ordinance that guide the character and quality of new development in the City. Preparation of the DCP took into account future planned development in the Downtown area. The Project's building height and density is anticipated and accounted for in the DCP as an ELS that would offer community benefits, including public access open space. The DCP EIR evaluated the impacts of anticipated development within the Downtown area, and concluded that the

anticipated development within the DCP would not result in significant impacts related to aesthetics and shade, shadow, and solar access.

As concluded in the DCP EIR, future land uses in the Downtown would not encroach upon existing public view corridors. Scenic vistas would continue to remain available and the development would not block or diminish public views of an existing scenic vista. Impacts with respect to scenic vistas would be less than significant (see discussion under Project Impacts and Mitigation Measures, Aesthetics VIS-1).[25]

The DCP EIR concluded that the future development compliant with the DCP would not substantially damage scenic resources or historic buildings within a State Scenic Highway or locally-designated scenic corridor and, as such, impacts on scenic resources would be less than significant (see discussion under Project Impacts and Mitigation Measures, Aesthetics VIS-2).[26]

It was further determined in the DCP EIR that development in accordance with the DCP would not create new sources of light and glare within the context of an already developed urban downtown and that compliance with the City's Municipal Code pertaining to light and glare would ensure that light and glare would not adversely affect views (see discussion under Project Impacts and Mitigation Measures, Aesthetics VIS-4).[27] The EIR also concluded that the DCP's development and design standards would minimize shadow effects of new buildings and maximize access to light and air. According to the EIR, existing shadow-sensitive uses could experience some shading due to the Downtown's compact urban environment and prevalence of shadow-sensitive uses. However, this effect was determined to be less than significant (see discussion under Project Impacts and Mitigation Measures, Shade, Shadows, and Solar Access VIS-5).[28]

Because cumulative development in the Downtown would occur in a manner consistent with the requirements of the DCP and because the Project would not contribute to adverse aesthetic conditions, cumulative impacts related to aesthetics, including views, scenic resources (including historical buildings) visual character of the area, and shade/shadow and solar access would be less than significant. Furthermore, in accordance with PRC Section 21009(d)(1), this analysis is provided for information purposes only and impacts related to views would be less than significant.

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25 City of Santa Monica, Planning and Community Development Department, Downtown Community Plan Project Final Environmental Impact Report, April 2017, pages ES-9 and 3.3-31-3.3-33, available at: https://www.smgov.net/uploadedFiles/Departments/PCD/Environmental-Reports/DCP%20Final%20EIR-Webview%20version%20(1).pdf. Accessed September 23, 2019.

26 Ibid, pages 3.3-33-3.3-34.

27 Ibid, pages 3.3-54-3.3-55.

28 City of Santa Monica, Downtown Community Plan Project Final Environmental Impact Report, pages 3.3-63- 3.3-65.

4.1.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding aesthetics from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.1.6 Level of Significance After Mitigation

Mitigation measures are not applicable; impacts are less than significant.

4.2 Air Quality

4.2.1 Introduction

This section analyzes the air quality impacts that could occur during construction and operation of the Project. The analysis addresses consistency of the Project with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an air quality standard established by the SCAQMD. Details regarding the air quality emission calculations are provided in emission modeling worksheets provided in Appendix B of this EIR.

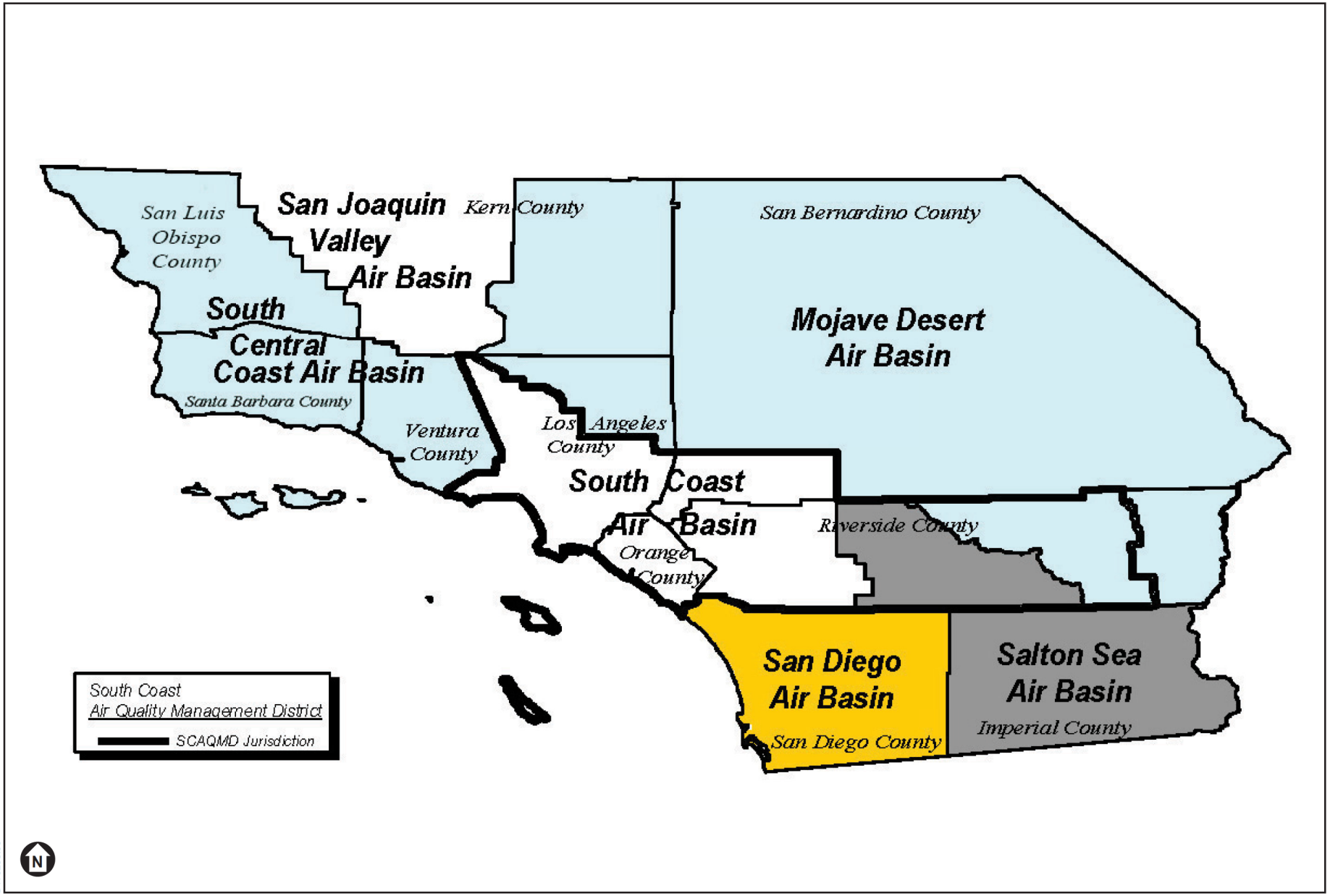
4.2.2 Environmental Setting

4.2.2.1 Regional Context

Meteorological and Air Basin Conditions

The Project Site is located within the South Coast Air Basin (Air Basin), which is shown in **Figure 4.2-1**, *Boundaries of the South Coast Air Quality Management District and Federal Planning Areas*. The Air Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Air Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Air Basin, as it is a coastal plain with connecting broad valleys and low hills.

The Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds. The extent and severity of pollutant concentrations in the Air Basin is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere. Thus, the greatest air pollution impacts throughout the Air Basin typically occur from June through September. This condition is generally attributed to the emissions occurring in the Air Basin, light winds, and shallow vertical atmospheric mixing. These factors reduce the potential for pollutant dispersion causing elevated air pollutant levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.



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SOURCE: South Coast Air Quality Management District

Miramar Hotel Project

Figure 4.2-1
Boundaries of the South Coast Air Quality Management District and Federal Planning Areas

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Criteria Pollutants and Effects

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by federal, state and local regulatory agencies. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for each of the criteria air pollutants are summarized in **Table 4.2-1,** *Ambient Air Quality Standards*. NAAQS and CAAQS have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. A brief description of the health effects of these criteria air pollutants is provided below.

Ozone (O_3). Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. According to the USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath.[1] Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases such as asthma, emphysema and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease.[2] Long-term exposure to ozone is linked to aggravation of asthma, and is likely to be one of many causes of asthma development and long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children.[3] According to the California Air Resource Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath.[4]

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1 USEPA 2018a, United States Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed February 2019.

2 USEPA 2018a, United States Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed February 2019.

3 USEPA 2018a, United States Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed February 2019.

4 CARB 2018a, California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed February 2019.

TABLE 4.2-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards [a]		National Standards [b]		
		Concentration [c]	Method [d]	Primary [c, e]	Secondary [c, f]	Method [g]
O_3 [h]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
NO_2 [i]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	None	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
SO_2 [j]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectrophotom etry (Pararosaniline Method)[9]
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas) [j]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) [j]	—	
PM10 [k]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
PM2.5 [k]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3 [k]	15 µg/m^3	
Lead [l, m]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas) [m]	Same as Primary Standard	
	Rolling 3-Month Average [m]	--		0.15 µg/m^3		

Pollutant	Average Time	California Standards [a]		National Standards [b]		
		Concentration [c]	Method [d]	Primary [c, e]	Secondary [c, f]	Method [g]
Visibility Reducing Particles [n]	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates (SO_4)	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [l]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms/per cubic meter (µg/m^3) is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] Any equivalent procedure which can be shown to the satisfaction of CARB to give equivalent results at or near the level of the air quality standard may be used.

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

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

[g] Reference method as described by the USEPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the USEPA.

[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[i] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.

[j] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[k] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3.

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

[m] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[n] In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: California Air Resources Board 2016a, Ambient Air Quality Standards (5/4/16), http://www.arb.ca.gov/research/aaqs/aaqs2.pdf. Accessed September 2018.

The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers.[5] Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure.[6] According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults.[7] Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures.[8] Further research may be able to better distinguish between health effects in children and adults.[9]

Volatile Organic Compounds (VOCs). VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, in combination with NO_X they form ozone, and are regulated to prevent the formation of ozone.[10] According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and in some cases, VOCs can be both highly reactive and have adverse health effects.[11] VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).[12]

Nitrogen Dioxide (NO_2) and Nitrogen Oxides (NOx). NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include NO_2 and nitric oxide (NO). Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas.[13] The principle form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X.[14] Major sources of NO_X include emissions from cars, trucks and buses, power plants, and

5 USEPA 2018a, United States Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed February 2019.

6 USEPA 2018a, United States Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed February 2019.

7 CARB 2018a, California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed February 2019.

8 CARB 2018a, California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed February 2019.

9 CARB 2018a, California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed February 2019.

10 USEPA 2017a, United States Environmental Protection Agency, Technical Overview of Volatile Organic Compounds, https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds. Accessed February 2019.

11 CARB 2016a2016b, California Air Resources Board, Toxic Air Contaminants Monitoring, Volatile Organic Compounds, https://www.arb.ca.gov/aaqm/toxics.htm. Accessed February 2019.

12 CARB 2016a2016b, California Air Resources Board, Toxic Air Contaminants Monitoring, Volatile Organic Compounds, https://www.arb.ca.gov/aaqm/toxics.htm. Accessed February 2019.

13 CARB 2018b, California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed February 2019.

14 CARB 2018b, California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed February 2019.

off-road equipment.[15] The terms NO_X and NO_2 are sometimes used interchangeably. However, the term NO_X is typically used when discussing emissions, usually from combustion-related activities, and the term NO_2 is typically used when discussing ambient air quality standards. Where NO_X emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2.

According to the USEPA, short-term exposures to NO_2 can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms while longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.[16] According to CARB, controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics.[17] In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses.[18] Infants and children are particularly at risk from exposure to NO_2 because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.[19] CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO_2 and there is only limited information for NO and NO_X, as well as large uncertainty in relating health effects to NO or NO_X exposure.[20]

Carbon Monoxide (CO): Carbon monoxide (CO) is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources.[21] According to the USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion,

15 USEPA 2018b, United States Environmental Protection Agency, Nitrogen Dioxide (NO2) Pollution, https://www.epa.gov/no2-pollution/basic-information-about-no2. Accessed February 2019.

16 USEPA 2018b, United States Environmental Protection Agency, Nitrogen Dioxide (NO2) Pollution, https://www.epa.gov/no2-pollution/basic-information-about-no2. Accessed February 2019.

17 CARB 2018b, California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed February 2019.

18 CARB 2018b, California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed February 2019.

19 CARB 2018b, California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed February 2019.

20 CARB 2018b, California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed February 2019.

21 CARB 2018c, California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed February 2019.

unconsciousness and death.[22] Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress.[23] In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina.[24] According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain.[25] For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance.[26] Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.[27]

Sulfur Dioxide (SO_2). According to the USEPA, the largest source of sulfur dioxide (SO_2) emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities while smaller sources of SO_2 emissions include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content.[28] In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million (ppm), down from the previous requirement of 500 ppm, substantially reducing emissions of sulfur from diesel combustion.[29] According to the USEPA, short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult.[30] According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure

22 USEPA 2018c, United States Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution. Accessed February 2019.

23 USEPA 2018c, United States Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution. Accessed February 2019.

24 USEPA 2018c, United States Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution. Accessed February 2019.

25 CARB 2018c, California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed February 2019.

26 CARB 2018c, California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed February 2019.

27 CARB 2018c, California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed February 2019.

28 USEPA 2018d, United States Environmental Protection Agency, Sulfur Dioxide (SO2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics#effects. Accessed February 2019.

29 CARB 2004, California Air Resources Board, Final Regulation Order, Amendments to the California Diesel Fuel Regulations, Amend Section 2281, Title 13, California Code of Regulations, https://www.arb.ca.gov/regact/ulsd2003/fro2.pdf. Accessed February 2019.

30 USEPA 2018d, United States Environmental Protection Agency, Sulfur Dioxide (SO2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics#effects. Accessed February 2019.

at elevated levels of SO_2 (above 1 ppm) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.[31] Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO_2.[32,33]

Particulate Matter (PM10 and PM2.5). Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air.[34] Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small they can only be detected using an electron microscope.[35] Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally 10 micrometers and smaller (PM10); and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller (PM2.5).[36] Thus, PM2.5 comprises a portion or a subset of PM10. Sources of PM10 emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands.[37] Sources of PM2.5 emissions include combustion of gasoline, oil, diesel fuel, or wood .[38] PM10 and PM2.5 may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NO_X, and certain organic compounds.[39] According to CARB, both PM10 and PM2.5 can be inhaled, with some depositing throughout the airways; PM10 is more likely to deposit on the surfaces of the larger airways of the upper region of the lung while PM2.5 is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation.[40] Short-term (up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.[41] The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that

31 CARB 2018d, California Air Resources Board, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health. Accessed February 2019.

32 CARB 2018d, California Air Resources Board, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health. Accessed February 2019.

33 USEPA 2018d, United States Environmental Protection Agency, Sulfur Dioxide (SO2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics#effects. Accessed February 2019.

34 USEPA 2018e, United States Environmental Protection Agency, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics. Accessed February 2019.

35 USEPA 2018e, United States Environmental Protection Agency, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics. Accessed February 2019.

36 USEPA 2018e, United States Environmental Protection Agency, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics. Accessed February 2019.

37 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

38 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

39 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

40 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

41 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

particulate matter in outdoor air pollution causes lung cancer.[42] Short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days and long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.[43] According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5 include older adults with chronic heart or lung disease, children, and asthmatics and children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems.[44]

Lead (Pb). Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers.[45] In the past, leaded gasoline was a major source of lead emissions; however, the removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014.[46] Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood.[47] The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage.[48] Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain.[49]

Air Toxics

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) in the Air Basin. A TAC is defined by California Health and Safety Code Section 39655 as an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant.

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42 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

43 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

44 CARB 2017a, California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm. Accessed February 2019.

45 USEPA 2018f, United States Environmental Protection Agency, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution, last updated November 29, 2017. Accessed February 2019.

46 USEPA 2018f, United States Environmental Protection Agency, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution, last updated November 29, 2017. Accessed February 2019.

47 USEPA 2018f, United States Environmental Protection Agency, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution, last updated November 29, 2017. Accessed February 2019.

48 CARB 2018e, California Air Resources Board, Lead & Health, https://ww2.arb.ca.gov/resources/lead-and-health. Accessed February 2019.

49 CARB 2018e, California Air Resources Board, Lead & Health, https://ww2.arb.ca.gov/resources/lead-and-health. Accessed February 2019.

Between July 2012 and June 2013, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES IV), which is a follow-up to previous air toxics studies conducted in the Air Basin. The MATES IV Final Report was issued in May 2015. The study, based on actual monitored data throughout the Air Basin, consisted of several elements. These included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Air Basin from exposure to TACs. The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Air Basin equates to a background cancer risk of approximately 418 per million based on the average of 10 fixed monitoring sites and 367 per million based on a population-weighted average risk.[50] The risk is primarily due to diesel exhaust, which is about 65 percent lower for the average of 10 fixed monitoring sites and 57 percent lower for the population-weighted risk than the previous MATES III cancer risk.[51] Subsequent to the SCAQMD's risk calculations estimates performed for MATES IV, the California Environmental Protection Agency Office of Environmental Health Hazard Assessment (OEHHA) updated the methods for estimating cancer risks.[52] The updated method uses higher estimates of cancer potency during early life exposures and uses different assumptions for breathing rates and length of residential exposures. When combined together, SCAQMD staff estimates that risks for the same inhalation exposure level will be about 2.5 to 2.7 times higher using the updated methods. This would be reflected in the average lifetime air toxics risk estimated from the monitoring sites data going from 418 per million to 1,023 per million.[53] Under the updated OEHHA methodology, adopted in March of 2015, the relative reduction in risk from the MATES IV results compared to MATES III would be the same (about 65 percent).

Approximately 68 percent of the risk is attributed to diesel particulate emissions, approximately 22 percent to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately 10 percent of all airborne carcinogenic risk is attributed to stationary sources (which include industries and other certain businesses, such as dry cleaners and chrome plating operations).[54] The study also found lower ambient concentrations of most of the measured air toxics compared to the levels measured in the previous study conducted during 2004 and 2006. Specifically, benzene and 1,3-butadiene, pollutants generated mainly from vehicles, were down 35 percent and 11 percent, respectively.[55] The reductions were attributed to air quality control

50 SCAQMD 2015a, South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv

51 SCAQMD 2015a, South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv

52 OEHHA 2015, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed February 2019.

53 SCAQMD 2015a, South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv

54 SCAQMD 2015a, South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv

55 SCAQMD 2015a, South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv

regulations and improved emission control technologies. In addition to air toxics, MATES IV included continuous measurements of black carbon and ultrafine particles (particles smaller than 0.1 microns in size), which are emitted by combustion of diesel fuels. Sampling sites located near heavily-trafficked freeways or near industrial areas were characterized by increased levels of black carbon and ultrafine particles compared to more rural sites.

As part of the MATES IV, the SCAQMD prepared maps that show regional trends in estimated outdoor inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps represent the estimated number of potential cancers per million people associated with a lifetime of breathing air toxics (24 hours per day outdoors for 70 years). Although it is highly unlikely an individual would remain in an area for such a duration, the assumptions used in the MATES study are health protective estimates and use conservative parameters which can result in an overestimation of a cancer risk. The grid in which the Project Site is located are shown in **Figure 4.2-2,** *Background Inhalation Cancer Risk for Project Area*. As shown, the background potential cancer risk per million people using the update OEHHA methodology is estimated at 767 per million (compared to an overall South Coast Air Basin-wide risk of 1,023 per million).[56] Generally, the risk from air toxics is lower near the coastline: it increases inland, with higher risks concentrated near diesel sources (e.g., freeways, airports, and ports).

Existing Criteria Pollutants Levels at Nearby Monitoring Stations

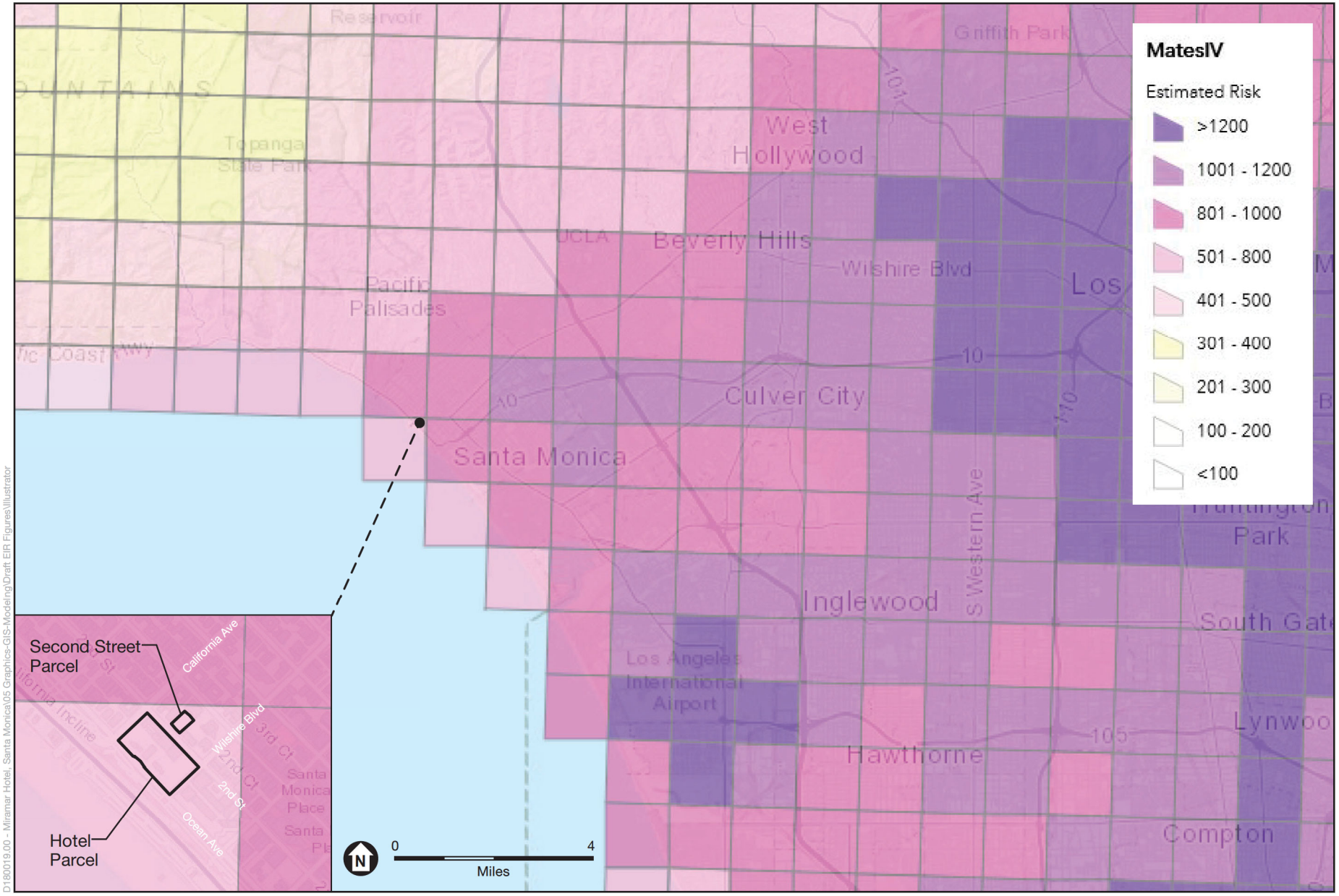
The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The monitoring station most representative of the Project Site is the Northwest Coastal Los Angeles County monitoring station, located in west Los Angeles at the Veteran Affairs Medical Center. Criteria pollutants monitored at this station include ozone, NO_2, and CO. Because this station does not monitor SO_2, PM10, PM2.5, or lead, data from the Southwest Coastal LA County monitoring station was used for SO_2, PM10, and lead, and data from the Central LA monitoring station was used for PM2.5. The most recent data available from the SCAQMD for these monitoring stations are from years 2014 to 2018. The pollutant concentration data for these years are summarized in **Table 4.2-2,** *Ambient Air Quality Data*.

4.2.2.2 Existing Conditions

Existing Project Site & Emissions

The Project consists of two parcels, the Hotel Parcel and the Second Street Parcel. The Hotel Parcel is approximately 192,063 square feet (sf) (4.4 acres) in size and the Second Street Parcel is located directly across 2nd Street from the Hotel Parcel and is approximately 15,000 sf (0.3 acre) in size.

56 SCAQMD 2015b, South Coast Air Quality Management District, Multiple Air Toxics Exposure Study, MATES IV Carcinogenic Risk Interactive Map, http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv. Accessed February 2019.



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SOURCE: South Coast Air Quality Management District, 2019

Miramar Hotel Project

Figure 4.2-2
Background Inhalation Cancer Risk for Project Area

ESA

TABLE 4.2-2
AMBIENT AIR QUALITY DATA

Pollutant/Standard	2014	2015	2016	2017	2018
Northwest Coastal LA County Monitoring Station (O_3, NO_2, CO)					
O_3 (1-hour)					
Maximum Concentration (ppm)	0.116	0.102	0.085	0.099	0.094
Days > CAAQS (0.09 ppm)	1	2	0	1	2
O_3 (8-hour)					
Maximum Concentration (ppm)	0.094	0.072	0.073	0.069	0.073
4th High 8-hour Concentration (ppm)	0.077	0.069	0.066	0.077	0.068
Days > CAAQS (0.070 ppm)	6	3	2	3	2
Days > NAAQS (0.070 ppm)	5	2	2	3	2
NO_2 (1-hour)					
Maximum Concentration (ppm)	0.064	0.068	0.055	0.056	0.065
98th Percentile Concentration (ppm)	0.054	0.049	0.049	0.046	0.046
NO_2 (Annual)					
Annual Arithmetic Mean (0.030 ppm)	0.013	0.012	0.012	0.010	0.013
CO (1-hour)					
Maximum Concentration (ppm)	2	1.6	2.2	2.0	1.6
CO (8-hour)					
Maximum Concentration (ppm)	1.3	1.4	1.1	1.2	1.3
Southwest Coastal LA County Monitoring Station (SO_2, PM10, lead)					
SO_2 (1-hour)					
Maximum Concentration (ppm)	0.015	0.015	0.010	0.010	0.012
99th Percentile Concentration (ppm)	0.009	0.007	0.006	0.007	0.005
PM10 (24-hour)					
Maximum Concentration (µg/m^3)	46	42	43	46	45
Samples > CAAQS (50 µg/m^3)	0	0	0	0	0
Samples > NAAQS (150 µg/m^3)	0	0	0	0	0
PM10 (Annual Average)					
Annual Arithmetic Mean (20 µg/m^3)	22.0	21.2	21.6	19.8	20.5
Lead					
Maximum 30-day average (µg/m^3)	0.008	0.008	0.006	0.005	0.005
Central LA County Monitoring Station (PM2.5)					
PM2.5 (24-hour)					
Maximum Concentration (µg/m^3)	59.9	56.4	44.4	49.2	43.8
98th Percentile Concentration (µg/m^3)	34.5	38.0	27.3	27.8	30.5
Samples > NAAQS (35 µg/m^3)	6	7	2	5	3
PM2.5 (Annual)					
Annual Arithmetic Mean (12 µg/m^3)	12.36	12.38	11.83	11.94	12.58

NOTES: ppm = parts per million; µg/m^3 = micrograms per cubic meter

SOURCE: South Coast Air Quality Management District, Historical Data by Year, http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year. Accessed October 2019.

Hotel Parcel

As indicated in Chapter 2, Project Description, of this EIR, the Hotel Parcel currently includes 301 hotel rooms and related uses within approximately 262,284 sf of floor area. The Hotel Parcel consists of the six-story Palisades Building, the ten-story Ocean Tower, the two-story Administration Building, the one-story Bungalow, and several one-and two-story bungalow hotel rooms. The existing Ocean Tower includes a 12-story elevator tower at the northeast side of the building. The Hotel Parcel also contains two surface parking lots.

Open space comprises approximately 35 percent of the Hotel Parcel. Landscaping within the Hotel Parcel contains the historic Moreton Bay Fig Tree numerous matures trees, ornamental shrubs, and extensive landscaping within the interior of the grounds. The parking lot itself does not generate air pollutant emissions; however, operation of the onsite buildings and maintenance of the landscaped areas generate air pollutant emissions.

Table 4.2-3, *Existing Site Emissions (Pounds Per Day)*, shows the regional and localized emissions from the existing development.

TABLE 4.2-3
EXISTING SITE EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Existing Regional Emissions						
Area (Consumer Products, Landscaping)	6	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	<1	<1	<1	<1	<1
Motor Vehicles	12	18	85	<1	15	4
Stationary (Emergency Generator; Char broilers)	2	4	4	<1	3	2
Total Regional Existing Emissions	**20**	**23**	**90**	**<1**	**17**	**6**
Existing Localized Emissions						
Area (Consumer Products, Landscaping)	--	<1	<1	--	<1	<1
Energy (Natural Gas)	--	<1	<1	--	<1	<1
Stationary (Emergency Generator; Char broilers)	--	4	4	--	3	2
Total Localized Existing Emissions	**--**	**4**	**4**	**--**	**3**	**2**

NOTES:
[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
SOURCE: ESA, 2019

Second Street Parcel

The Second Street Parcel consists of a surface parking lot with 64 spaces. The parking lot serves the existing Miramar Hotel and by itself does not generate air pollutant emissions.

Sensitive Receptors

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential

effects of air pollution than others.[57] As a result, certain land uses that are occupied by these population groups, such as residences, schools, playgrounds and childcare center, hospitals, rehabilitation centers, convalescent centers, and retirement homes are considered to be air quality sensitive land uses, i.e., air quality sensitive receptors. Sensitive receptors within ~~500~~ 1,000 feet of the Project Site are shown in **Figure 4.2-3,** *Sensitive Receptor Locations Nearest to the Project Site*, and include the following:

- Multi-Family Residential Dwellings: High-rise and low-rise multi-family residences are located ~~approximately~~ between 100 and 1,000 ~~100~~ feet north and northwest of Hotel Parcel. Mid-rise multi-family homes are located immediately adjacent to and northeast of the Second Street Parcel.
- School: First Presbyterian Nursery School (1220 2nd Street) is located approximately 250 feet southeast of the Hotel Parcel.
- Hospital /Long Term Care: Fireside Convalescent Hospital (947 3rd Street) is located approximately 950 north of the Hotel Parcel.

The receptors listed above would be exposed to construction and operational TAC emissions. As discussed below, construction health risks have been quantified while operational TACs are expected to be minor and operational health risks are discussed qualitatively in this document.

All other air quality sensitive receptors not listed above are located at greater distances from the Project Site (i.e., more than 500 feet away), and as such, would be less impacted by Project emissions. Accordingly, impacts are quantified for the above sensitive receptors to assess worse case air quality impacts.

4.2.3 Regulatory Framework

A number of statutes, regulations, plans, and policies have been adopted at the federal, state, and local levels that address air quality issues. This section provides a summary of pertinent air quality regulations affecting the Project at the federal, state, and local levels.

4.2.3.1 Federal

Clean Air Act

The federal Clean Air Act governs air quality in the United States. The USEPA is responsible for implementation and enforcement of the Clean Air Act. The Clean Air Act establishes federal NAAQS and specifies future dates for achieving compliance. It also requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The Clean Air Act also mandates that the state submit and implement a State Implementation Plan (SIP) for each criteria pollutant if the NAAQS for the pollutant has not been achieved. The SIP includes pollution control measures that demonstrate how the standards will be met. The sections of the Clean Air Act which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

[57] SCAQMD 1993, South Coast Air Quality Management District, South Coast Air Quality Management District, CEQA Air Quality Handbook (1993), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed February 2019.

SOURCE: OpenStreetMap, 2018.

Miramar Hotel Project

Figure 4.2-3
Sensitive Receptor Locations Nearest to the Project Site

ESA

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria pollutants: O_3; NO_2; CO; SO_2; PM10; and Pb. The NAAQS were amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for PM2.5. The NAAQS were also amended in September 2006 to include an established methodology for calculating PM2.5 as well as revoking the annual PM10 threshold.

Table 4.2-1 above shows the NAAQS currently in effect for each criteria pollutant. **Table 4.2-4**, *South Coast Air Basin Attainment Status (Los Angeles County)*, shows the attainment status of the Air Basin for each criteria pollutant. As shown in Table 4.2-4, the Air Basin is currently in nonattainment of NAAQS for O_3, PM2.5, and in one area of the Air Basin for Pb.

TABLE 4.2-4
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards	California Standards
O_3 (1-hour standard)	N/A [a]	Non-attainment
O_3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment – Serious	Non-attainment
Lead	Non-attainment (Partial) [b]	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride	N/A	N/A [c]

N/A = not applicable

[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

[b] Partial Nonattainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.

[c] In 1990, CARB identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, CARB does not monitor or make status designations for this pollutant.

SOURCE: United States Environmental Protection Agency 2018g, The Green Book Non-attainment Areas for Criteria Pollutants, https://www.epa.gov/green-book. Accessed October 2019; California Air Resources Board, 2018 Area Designations Maps/State and National, http://www.arb.ca.gov/desig/adm/adm.htm. Accessed October 2019.

In addition to criteria pollutants, Title I also includes air toxics provisions which require the USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112, the USEPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAPs). The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the USEPA uses to regulate mobile air emission sources. The

provisions of Title II have resulted in tailpipe emission standards for vehicles which have strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent.

4.2.3.2 State

California Clean Air Act

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the CAAQS by the earliest practical date. The CAAQS apply to the same criteria pollutants as the federal Clean Air Act but also include state-identified criteria pollutants, which include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. CARB has primary responsibility for ensuring the implementation of the California Clean Air Act, responding to the federal Clean Air Act planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. Table 4.2-1 shows the CAAQS currently in effect for each of the criteria pollutants as well as the other pollutants recognized by the state. As shown in Table 4.2-1, the CAAQS include more stringent standards than the NAAQS for most of the criteria air pollutants.

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. Table 4.2-3 provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to the state standards. The Air Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing particles. Because vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant.

California Air Resources Board On-Road and Off-Road Vehicle Rules

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008, CARB also approved the Truck and Bus regulation to reduce PM and NO_X emissions from existing diesel vehicles operating in California (13 CCR, Section 2025). The requirements were amended to apply to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. For the largest trucks in the fleet, those with a GVWR greater than 26,000 pounds, there are two methods to comply with the requirements. The first way is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over 8 years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would meet or exceed the 2010 engine emission standards for NO_X and PM by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters (DPFs) achieving at least 85 percent removal efficiency, so that by January 1,

2016 their entire fleet is equipped with DPFs. However, DPFs do not lower NO_X emissions. Thus, fleet owners choosing the second option must still comply with the 2010 engine emission standards for their trucks and busses by 2020.

In addition to limiting exhaust from idling trucks, CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (VDECS) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits (VDECS installation) be fully implemented by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

California Air Resources Board Air Quality and Land Use Handbook

CARB published the Air Quality and Land Use Handbook in 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines, and (4) avoid siting sensitive receptors within 300 feet of a large gasoline dispensing facility (3.6 million gallons per year or more) or 50 feet of a typical gasoline dispensing facility (less than 3.6 million gallons per year).[58]

In April 2017, CARB published a Technical Advisory supplement to the Air Quality and Land Use Handbook recognizing that infill developments as promoted by the State can place sensitive individuals in close proximity to high-volume roadways. The Technical Advisory provides planners and other stakeholders involved in land use planning and decision-making with

[58] CARB 2005, California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, https://www.arb.ca.gov/ch/handbook.pdf. Accessed February 2019

information on scientifically based strategies to reduce exposure to traffic emissions near high-volume roadways. The strategies include those that reduce traffic emissions, such as vehicle speed reduction mechanisms, including roundabouts, traffic signal management, and speed limit reductions on high-speed roadways. Strategies also include those that increase the dispersion of traffic emissions, such as implementing designs that promote air flow and pollutant dispersion along street corridors (e.g., wider sidewalks, bicycle lanes, streets characterized by buildings of varying heights), solid barriers such as sound walls, and vegetation for pollutant dispersion. Other strategies include those that remove pollution from the air such as indoor high efficiency filtration. This Technical Advisory is not intended as guidance for any specific project, nor does it create any presumption regarding the feasibility of mitigation measures for purposes of compliance with CEQA.[59]

4.2.3.3 Regional

South Coast Air Quality Management District

SCAQMD has jurisdiction over air quality planning for all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion within SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

In an effort to monitor the various concentrations of air pollutants throughout the basin, SCAQMD operates monitoring stations to measure air pollutant levels for the 38 source receptor areas (SRAs) in the Air Basin. The City of Santa Monica is located within SRA 2, which covers the northwest coastal Los Angeles County area. Ambient air pollutant concentrations within SRA 2 are monitored at the Veterans Administration building in West Los Angeles, which is approximately 6 miles east of the Project. Of the air pollutants discussed previously, only ambient concentrations of ozone, CO, and NO_2 are monitored in SRA 2. Measurements for SO_2 and PM10 were taken in SRA 3 which covers the Southwest Coastal LA County area and are monitored at the Los Angeles-Westchester Parkway monitoring station in the City of Los Angeles. Measurements for PM2.5 were taken in SRA 1 in the City of Los Angeles at the North Main Street monitoring station, as these pollutants are not measured in SRA 2 or SRA 3. The measured pollutant levels from these monitoring stations for these pollutants are provided in Table 4.2-2.

Air Quality Management Plan

The SCAQMD Governing Board adopted the 2016 AQMP in 2017.[60] CARB approved the 2016 AQMP in 2017. The AQMP provides analysis on existing and potential regulatory control options to promote criteria pollutants and toxic risk. The AQMP provides strategies for stationary and mobile sources to ensures the region can meet attainment deadlines, public health is protected to

[59] CARB 2017b, California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective Technical Advisory, https://www.arb.ca.gov/ch/landuse.htm. Accessed February 2019.

[60] SCAQMD 2017, South Coast Air Quality Management District, 2016 Air Quality Management Plan (AQMP), http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed February 2019

the maximum extent feasible, and to avoid sanctions for violation of attainments standards. The main objectives of the AQMP includes implementing fair-share emissions reductions strategies at the federal, state, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other planning efforts.[61] The strategies included in the 2016 AQMP are intended to demonstrate attainment of the NAAQS for the federal non-attainment pollutants ozone and PM2.5.[62]

The AQMP contains control measures for reducing emissions from mobile sources, with an emphasis on NOx and VOC emissions from on-road and off-road sources. Control measures with potential applicability to Project emissions associated with construction and operation include the following:

On-Road Measures

MOB-05-ACCELERATED PENETRATION OF PARTIAL ZERO-EMISSION AND ZERO-EMISSION VEHICLES: This measure proposes to continue incentives for the purchase of zero-emission vehicles and hybrid vehicles with a portion of their operation in an "all-electric range" mode. The State Clean Vehicle Rebate Pilot (CVRP) program is proposed to continue from 2016 to 2030 with proposed funding up to $5,000 per vehicle and for low-income eligible residents, additional funding of up to $1,500 for a total of $6,500 per vehicle. The California State legislature has appropriated $133 million statewide for the CVRP for Fiscal Year 2016–17. The proposed measure seeks to provide funding rebates for at least 15,000 zero-emission or partial-zero emission vehicles per year.

MOB-06-ACCELERATED RETIREMENT OF OLDER LIGHT-DUTY AND MEDIUM-DUTY VEHICLES: This proposed measure calls for promoting the permanent retirement of older eligible vehicles through financial incentives currently offered through local funding incentive programs, and AB 118 Enhanced Fleet Modernization Program (EFMP), and the Greenhouse Gas Reduction Fund (EFMP Plus-Up). The proposed measure seeks to retire up to 2,000 older light- and medium-duty vehicles (up to 8,500 pounds GVW) per year. The proposed measure seeks to provide funding assistance for at least 2,000 replacement vehicles per year.

Off-Road Measures

MOB-10-EXTENSION OF THE SOON PROVISION FOR CONSTRUCTION/ INDUSTRIAL EQUIPMENT: To promote turnover (i.e., retire, replace, retrofit, or repower) of older in-use construction and industrial diesel engines, this proposed measure seeks to continue the SOON provision of the Statewide In-Use Off-Road Fleet Vehicle Regulation beyond 2023 through the 2031 timeframe. In order to implement the SOON program in this timeframe, funding of up to $30 million per year would be sought to help fund the repower or replacement of older Tier 0 and

61 SCAQMD 2017, South Coast Air Quality Management District, 2016 Air Quality Management Plan (AQMP), http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed February 2019

62 SCAQMD 2016a, South Coast Air Quality Management District, NAAQS/CAAQS and Attainment Status for South Coast Air Basin, (2016). Available at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2. Accessed February 2019.

Tier 1 equipment to Tier 4 or cleaner equipment, with approximately 2 tons per day (tpd) of NOx reductions.

MOB-11 – EXTENDED EXCHANGE PROGRAM: This measure seeks to continue the successful lawnmower and leaf blower exchange programs in order to increase the penetration of electric equipment or new low emission gasoline-powered equipment used in the region. The proposed extended exchange program will focus on incentives to accelerate the replacement of older equipment with new Tier 4 or cleaner equipment or zero-emission equipment where applicable. In addition, other small off-road equipment (SORE) equipment may also be considered for exchange programs for accelerating the turnover of existing engines.

The AQMP also incorporates measures from the Southern California Association of Governments' (SCAG) 2016 Final Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Key objectives of the RTP/SCS are discussed further below.

Rules and Regulations

Several SCAQMD rules adopted to implement portions of the AQMP may apply to the proposed Project. For example, SCAQMD Rule 403 requires implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads. The Project would be subject to the following SCAQMD rules and regulations:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules that apply to the Project:

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Project as a result of project construction activities (i.e. application of architectural coatings, and potential sediment and dirt being tracked onto roads), proposed restaurant uses onsite, and on-site water heaters for the proposed uses:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1138 – Control of Emissions from Restaurant Operations:** This rule specifies emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- **Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations:** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads (including city street), use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Noncriteria Pollutants: Regulation XI sets emissions standards for TACs and other noncriteria pollutant emissions. The following is a list of rules which may apply to the Project due to the demolition of existing buildings/structures that could contain asbestos and the operation of diesel-powered generators during operations since diesel particulate matter is a TAC:

- **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- **Regulation XIV – Toxics and Other Non-Criteria Pollutants:** Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:
- **Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:** This rule applies to stationary compression ignition engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization for the majority of the Southern California region and is the largest Metropolitan Planning Organization in the nation. With regard to air quality planning, SCAG adopted the 2016-2040 RTP/SCS in April 2016, which addresses regional development and growth forecasts and forms the basis for the land use and transportation control portions of the AQMP. The growth forecasts, which are based on projections originating within local jurisdictions, are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP.

SCAG's RTP/SCS provides specific strategies for reducing per capita passenger vehicle emissions. These strategies include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and culture and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.

4.2.3.4 Local – City of Santa Monica

Local jurisdictions, such as the City of Santa Monica, have the authority and responsibility to reduce air pollution through its land use decision-making authority. Although the City's General Plan does not have any Air Quality Element, the Land Use and Circulation Element (LUCE) includes a number of Citywide goals, objectives, and policies related to reducing air pollution and greenhouse gas (GHG) emissions quality resources. A number of these goals and policies are relevant to the Project and are related to traffic mobility, discouraging single-occupancy vehicle trips, encouraging bike trips, managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments.

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation measures.

The City has developed a comprehensive set of planning documents and regulations that are intended to reduce air quality emissions. Many of these focus on broader issues pertaining to sustainability of the City and the City's contributions to reducing the generation of GHG.

General Plan Land Use and Circulation Element (LUCE)

The City's LUCE was adopted in 2010 (last amended in 2017), and is the primary land use and transportation planning document governing existing and future land uses in the City. The LUCE encompasses the community's vision for Santa Monica's future and establishes goals, policies, and development criteria for land uses and circulation in the City. The LUCE is intended to achieve a sustainable and integrated system of land use and transportation within the City. Its goals and policies provide the structure and tools to improve air quality within the City and reduce the generation of GHGs.

Among other features, the LUCE includes a number of goals and policies that address the overall arrangement of development in the City, creating a land use pattern that reduces vehicle miles traveled. It includes within its Citywide Land Use Policies, goals and policies that aim to reduce GHG emissions. Further, Chapter 3.1 addresses Sustainability and Climate Change and includes 10 additional goals with related policies that further address issues pertaining to reductions in the generation of GHGs.

City of Santa Monica Downtown Community Plan

The Downtown Community Plan (DCP) was adopted by the City Council in August of 2017. The Hotel Parcel is located in the DCP's Ocean Avenue Transition subarea and in the Established Large Sites (ELS) Overlay. The ELS Overlay is provided for three sites in the Downtown that the DCP concluded have the potential to accommodate significant new development and provide significant community benefits. The Second Street Parcel is located in the DCP's Wilshire Transition subarea.

The DCP includes detailed actions to guide new public and private development within the Downtown District. As with the LUCE, the DCP is intended to achieve a sustainable and integrated system of land use and transportation, provide connections between uses, and encourage alternate modes of transportation within the Downtown.

Sustainable City Plan

The City's Sustainable City Plan (SCP) provides goals and strategies for the City to follow to enhance the City's sustainability, inclusive of reducing greenhouse gas emissions. It includes nine goal areas, four of which address the amount of air quality emissions associated with City development: Resource Conservation, Environmental and Public Health, Transportation, and Open Space/Land Use. Two of these, Transportation and Open Space/Land Use, address the overall arrangement of development in the City. These topics are addressed further in the discussion of LUCE policies below and in Section 4.11, *Land Use and Planning*, of this EIR. Development in the City in accordance with LUCE policies creates a land use pattern that reduces vehicle miles traveled, thus indirectly reducing energy consumption and the generation of greenhouse gases and criteria pollutant emissions. The SCP goals pertaining to Resource Conservation and Environment and Public Health more directly address air quality emissions. The Resource Conservation goals directly addresses such topics as use of renewable energy and reductions in air, soil and water pollutants. The Resource Conservation Goals also set GHG emissions reduction targets for the City in order to address climate change impacts.

City of Santa Monica Climate Action and Adaptation Plan

In May 2019, the City adopted the Climate Action and Adaptation Plan (CAAP), which provides the roadmap for the City to achieve carbon neutrality by 2050 and to prepare and adapt for climate change impacts. The CAAP focuses on eight Citywide objectives in three sectors: zero net carbon buildings, zero waste, and sustainable mobility. The CAAP also lays out a framework for increasing Santa Monica's resilience to climate change through four sectors: Climate Ready Community, Water Self-Sufficiency, Coastal Flooding Preparedness and Low Carbon Food & Ecosystems. The CAAP identifies areas in local government, community building and support to augment by including climate change considerations and adaptation measures.

The intent of the CAAP is to provide overarching policy direction with respect to climate change through Citywide objectives and broad strategies to reduce GHG emissions. The CAAP is not a regulatory plan to be applied on a project by project basis. Rather, the City recognizes that GHG reduction goals cannot be achieved by individual projects alone, but instead requires a comprehensive Citywide approach that would include the enactment of future plans, changes to existing ordinances, and an integrated and sustainable approach to land use/transportation planning.

Other City Programs

Local jurisdictions, such as the City of Santa Monica, have the shared responsibility to help develop and implement some of the control measures of the AQMP. Transportation-related strategies for congestion management, low emission vehicle infrastructure, and transit accessibility and non-transportation-related strategies for energy conservation can be encouraged by policies of local governments.

As part of this effort, the City has several existing programs that improve health and sustainability of the community through improved regional air quality and reduced GHG emissions. These programs/regulations include:

- **Urban Forest Master Plan (UFMP)** – The revised 2017 UFMP includes a 5-year Street Tree Planting Priority Plan to increase and expand the urban forest canopy. The planting of trees would increase carbon sequestration and improve air quality. Trees remove gaseous pollutants and particulate matter from the air by absorbing them with normal air components through their leaf surface.
- **Electric Vehicle Action Plan (EVAP)** – The EVAP was adopted in 2017 and seeks to expand the public charging infrastructure in the City to 300 chargers by 2020. By providing additional infrastructure, the EVAP aims to increase the percentage of electric vehicles on the road from 2 percent to 15 percent by 2025. The plan forecasts that replacing 13 percent (~9,000) of the fossil-fuel powered vehicles with electric vehicles (EVs) will save an estimated 26,000 metric tons of carbon dioxide.
- **Clean Big Blue Bus (BBB) Fleet** - Big Blue Bus operates a fleet of nearly 200 vehicles transporting more than 61,000 passengers daily. The entire fleet operates on alternative fuels, including renewable natural gas (RNG) a form of liquefied and compressed natural gas (LNG/CNG), which helps to cut emissions by up to 90 percent.
- **Clean City Fleet (excluding BBB and Fire Department Vehicles)** – The City is a member of "Clean Cities," a program sponsored by the U.S. Department of Energy which promotes the use of alternative fuel vehicles. Santa Monica's Fleet Management Division is one of the most

innovative and progressive programs in the nation. Approximately, 60 percent of the citywide vehicle fleet and over 70 percent of non-emergency vehicles are fueled alternatively.

- **Renewable Energy Supplier** — Santa Monica purchases its electricity from Clean Power Alliance, a Joint Powers Authority (JPA) made up of public agencies across Los Angeles and Ventura counties working together to bring clean, renewable power to Southern California. Since February 2019 for residential customers (and in May 2019 for commercial customers), Clean Power Alliance purchases clean power for electricity and Southern California Edison (SCE) delivers it. With the Clean Power Alliance, electricity customers in Santa Monica are automatically defaulted to have 100 percent renewable energy serving their electricity needs. Alternatively, customers can opt to have their electricity power consisting of 50 percent renewable content or 36 percent, or opt out of the Clean Power Alliance to remain with SCE as their energy supplier.
- **Ban on Gasoline Powered Leaf Blowers—**Section 4.08.270 of the City Municipal Code bans the operation of gasoline powered leaf blowers within the City limits.

For further discussion of the City's Energy Code and Green Building Ordinance that also reduce air emissions, refer to Section 4.8 Greenhouse Gas Emissions. Also refer to Section 4.17 Transportation for a discussion of the City's Transportation Demand Management Ordinance which reduces vehicles miles traveled and associated air emissions.

4.2.4 Environmental Impacts

4.2.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. For air quality, these questions include the following:

Would the Project:

AQ-1: Conflict with or obstruct implementation of the applicable air quality plan?

AQ-2: 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?

AQ-3: Expose sensitive receptors to substantial pollutant concentrations?

AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

In determining whether an effect is significant, State CEQA Guidelines (Section 15064.7) state that a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, provided that the decision to use such thresholds is supported by substantial evidence. Furthermore, with regard to air quality, Appendix G checklist's air quality section preamble reads:

> "*Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make … determinations*."

In a February 2018 CEQA Guidance document released by SCAQMD, the SCAQMD further states that:[63]

> "*Air districts' thresholds provide a clear quantitative benchmark to determine the significance of project and project alternative air quality impacts. They also help identify the magnitude of the impacts, facilitate the identification of feasible mitigation measures, and evaluate the level of impacts before and after mitigation measures. Since one of the basic purposes of CEQA is to inform government decision makers and the public about the potential, significant environmental effects of any proposed activities (CEQA Guidelines § 15002(a)(1)), use of air district thresholds is a best practice for CEQA impact determinations.*"

In compliance with State CEQA guidelines and SCAQMD guidance, the City of Santa Monica uses the SCAQMD's established thresholds for evaluating air quality impacts of proposed projects and assessing the significance of quantifiable impacts as applicable under each Appendix G question. The potential air quality impacts of the Project are, therefore, evaluated in consideration of the thresholds adopted by SCAQMD in connection with its CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent SCAQMD guidance as discussed previously.[64]

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

The threshold used for determining whether the Project would conflict with or obstruct an applicable air quality plan is qualitative and is based on whether the project is consistent with the assumed growth, applicable control measures and air emission reduction policies in the AQMP. Therefore, the Project would have a significant impact if it would:

- Conflict with or obstruct implementation of the AQMP or any other adopted regional and local plans adopted for reducing air quality impacts.

Cumulatively Considerable Net Increase in Criteria Pollutants

Construction

Given that construction impacts are temporary and limited to the construction phase, SCAQMD has established numerical thresholds of significance for construction air pollutant emissions specific to construction activity. The numerical thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[65] Based on the thresholds in the

63 SCAQMD February 2018 "Guidance on Frequently Questioned Topics in Roadway Analysis for the California Environmental Quality Act"

64 While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial and residential land use projects such as the Project. As a result, lead emissions are not further evaluated in this EIR.

65 SCAQMD 1993, South Coast Air Quality Management District, South Coast Air Quality Management District, CEQA Air Quality Handbook (1993), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed February 2019.

SCAQMD CEQA Air Quality Handbook, the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:[66]
  - 75 pounds per day for VOC
  - 100 pounds per day for NO_X
  - 550 pounds per day for CO
  - 150 pounds per day for SO_2
  - 150 pounds per day for PM10
  - 55 pounds per day for PM2.5

Operational

The SCAQMD has established numerical thresholds of significance for operation air pollutant emissions. The numerical significance thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[67] The SCAQMD has established numeric thresholds of significance in part based on Section 182(e) of the Clean Air Act which identifies 10 tons per year of VOC as a significance level for stationary source emissions in extreme non-attainment areas for ozone.[68] As shown in Table 4.2-3, the Air Basin is designated as extreme non-attainment for ozone. The SCAQMD converted this significance level to pounds per day for ozone precursor emissions (10 tons per year × 2,000 pounds per ton ÷ 365 days per year = 55 pounds per day). The numeric thresholds for other pollutants are also based on federal stationary source significance levels. Based on the thresholds in the SCAQMD CEQA Air Quality Handbook, the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Operational emissions exceed any of the following SCAQMD prescribed daily regional numeric thresholds:[69]
  - 55 pounds a day for VOC
  - 55 pounds per day for NO_X
  - 550 pounds per day for CO

[66] SCAQMD 2015c, South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2011), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed February 2019.

[67] SCAQMD 1993, South Coast Air Quality Management District, South Coast Air Quality Management District, CEQA Air Quality Handbook (1993), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed February 2019.

[68] SCAQMD 1993, South Coast Air Quality Management District, South Coast Air Quality Management District, CEQA Air Quality Handbook (1993), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed February 2019.

[69] SCAQMD 2015c, South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2011), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed February 2019

- 150 pounds per day for SO_X
- 150 pounds per day for PM10
- 55 pounds per day for PM2.5

Sensitive Receptors

Localized Significance Thresholds (LSTs)

The SCAQMD published its Final Localized Significance Threshold Methodology and Final Methodology to Calculate PM10 and PM2.5 Significance Thresholds, recommending that all air quality analyses include a localized assessment of both construction and operational impacts of the Project on nearby sensitive receptors.[70,71] LSTs are only applicable to the following criteria pollutants: NO_x, CO, PM_{10} and $PM_{2.5}$. LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of Federal or State AAQS. LSTs are based on the ambient concentrations of that pollutant within the SRA where a project is located and the distance to the nearest sensitive receptor. The Project Site is located in the northern portion of SRA 2 (Northwest Los Angeles County Coastal).

In the case of CO and NO_2, if ambient levels are below the air standards for these pollutants, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM10 and PM2.5, both of which are nonattainment pollutants in the Basin. For these latter two pollutants, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 $\mu g/m^3$ applies to construction emissions (and may apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 $\mu g/m^3$ applies to non-aggregate handling operational activities.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. As previously discussed, sensitive receptors are located in proximity to the Project Site and have the potential to be exposed to localized construction and operational emissions.

The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. This analysis uses the screening criteria to evaluate impacts from localized emissions. If the Project would result in

70 SCAQMD 2006, South Coast Air Quality Management District, Final Methodology to Calculate Particulate Matter (PM)2.5 and PM2.5 Significance Thresholds, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf?sfvrsn=2. Accessed February 2019.

71 SCAQMD 2008, South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, July 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed February 2019.

exceedance of the following screening criteria LSTs for the above pollutants, this would constitute a significant impact, unless dispersion modeling demonstrates no exceedance of the concentration based standards.

- Construction (5-acre site within 25 meters of sensitive receptors in SRA 2):[72]
  - 123 pounds per day for NO_X[73]
  - 1,531pounds per day for CO
  - 13 pounds per day for PM10
  - 6 pounds per day for PM2.5
- Operation (5-acre site within 25 meters of sensitive receptors in SRA 2): [74]
  - 123 pounds per day for NO_X[75]
  - 1,531pounds per day for CO
  - 3 pounds per day for PM10
  - 2 pounds per day for PM2.5

Carbon Monoxide Hotspots

With respect to the formation of CO hotspots, the Project would be considered significant if the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

- The Project would cause or contribute to an exceedance of the CAAQS 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively.[76]

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72 South Coast Air Quality Management District, 2009, Appendix C - Mass Rate LST Look-up Table, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed October 2019.

73 The screening criteria for NOx were developed based on the 1-hour NO2 CAAQS of 0.18 ppm. However, since the publication of the SCAQMD's guidance, the USEPA has promulgated a 1-hour NO2 NAAQS of 0.100 ppm based on a 98th percentile value, which is more stringent than the CAAQS. In order to determine if Project emissions would result in an exceedance of the 1 hour NO2 NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO2 standard, as the SCAQMD significance threshold has not been updated to reflect this standard. Calculated by scaling the NO2 LST for by the ratio of 1-hour NO2 standards (federal/state)(i.e., 221 lb/day * (0.10/0.18) =123 lb/day).

74 South Coast Air Quality Management District, 2009, Appendix C - Mass Rate LST Look-up Table, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed October 2019.

75 The screening criteria for NOx were developed based on the 1-hour NO2 CAAQS of 0.18 ppm. However, since the publication of the SCAQMD's guidance, the USEPA has promulgated a 1-hour NO2 NAAQS of 0.100 ppm based on a 98th percentile value, which is more stringent than the CAAQS. In order to determine if Project emissions would result in an exceedance of the 1 hour NO2 NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO2 standard, as the SCAQMD significance threshold has not been updated to reflect this standard. Calculated by scaling the NO2 LST for by the ratio of 1-hour NO2 standards (federal/state)(i.e., 221 lb/day * (0.10/0.18) =123 lb/day).

76 SCAQMD 2015c, South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2011), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed February 2019.

Toxic Air Contaminants

Based on the criteria set forth by the SCAQMD, the Project would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following would occur :[77]

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

Other Emissions

With respect to other emissions such as those leading to odors, the threshold is qualitative. The Project's impact would be considered significant:

- if it created other adverse emissions affecting a substantial number of people.

Based on the Initial Study, which is provided in Appendix A of this EIR, the Project involves the development of a mix of hotel, residential and commercial uses, which would not generate significant odors according to SCAQMD's Air Quality Handbook. Additionally, any odors that may be generated would be localized and temporary in nature, and would not affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.Therefore, this analysis will address only attainment pollutants (CO, SO_2) and their compliance with SCAQMD regional and local thresholds as detailed above.

Methodology

The evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the Project were conducted in accordance SCAQMD's CEQA Air Quality Handbook. The CEQA Air Quality Handbook was published by SCAQMD in November 1993 to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The CEQA Air Quality Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. As the SCAQMD Handbook is a living document, portions of the document become obsolete updated information regarding methodology and models for assessing emissions are made available electronically through the SCAQMD's website.

Consistency with Air Quality Management Plan

SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and PM2.5). The SCAQMD's AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by SCAG. Thus, projects, uses, and activities that are consistent with the assumed growth projections and control strategies assumed in the development of the AQMP would

[77] SCAQMD 2015c, South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2011), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed February 2019.

not conflict with or obstruct implementation of the AQMP, even if they exceed the SCAQMD's numeric thresholds for criteria air pollutants.

Net Increase in Criteria Pollutants

The SCAQMD CEQA Air Quality Handbook states that the "Handbook is intended to provide local governments, project proponents, and consultants who prepare environmental documents with guidance for analyzing and mitigating air quality impacts of projects."[78] The SCAQMD CEQA Air Quality Handbook also states that "[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District."[79] The SCAQMD has also provided guidance on an acceptable approach to addressing the cumulative impacts issue for air quality as discussed below:[80]

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… Projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

Because the City has not adopted specific Citywide significance thresholds for air quality impacts, it is appropriate to rely on thresholds established by the SCAQMD (refer to CEQA Guidelines Section 15064.7). While it may be possible to add emissions from the list of cumulative projects and the Project, it would not provide meaningful data for evaluating cumulative impacts under CEQA because neither the City nor the SCAQMD have established numerical thresholds applicable to the summation of multiple project emissions for comparison purposes. Additionally, regional emissions from a project have the potential to affect the Air Basin as a whole and it is not possible to establish a geographical radius from a specific project site where potential cumulative impacts from regional emissions would be limited. Meteorological factors, such as wind, can disperse pollutants, often times tens of miles downwind from a project site. Therefore, consistent with accepted and established SCAQMD cumulative impact evaluation methodologies, the potential for the Project to results in cumulative impacts from regional emissions is assessed based on the SCAQMD thresholds.

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. In addition, fugitive dust emissions (such as PM10 and PM2.5) would result from demolition and

78 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, p. iii.

79 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, p. 6-1.

80 South Coast Air Quality Management District, Cumulative Impacts White Paper, Appendix D, http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4. Accessed September 2018.

various soil-handling activities including grading and excavation. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity and construction equipment used, and prevailing weather conditions.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions are estimated using CalEEMod (Version 2016.3.2) software, an emissions inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from the OFFROAD model and EMission FACtors (EMFAC) model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles. Construction haul and vendor truck emissions during grading, concrete pour and building construction were evaluated outside of CalEEMod using regional heavy-duty truck emission factors from EMFAC2017. Daily truck trips and default trip length data were used to assess roadway emissions from truck exhaust, as well as idling emissions based on typical idling activities in CalEEMod. The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the construction phasing assumptions used in the analysis to generate criteria pollutant emissions values for each construction activity.

Construction of the Project will be completed in one phase. For the purposes of this EIR, construction work is assumed to begin late 2022 and would take place over approximately 33 months, with completion of the portion of the Project located on the Hotel Parcel in 2025, after the Affordable Housing on the Second Street Parcel has been completed. Project construction activities would include site demolition, grading/excavation, and building construction and finishing activities. Demolition activities would generate demolition debris (asphalt and general construction debris), which would require transport by haul truck. Soil excavation and grading activities would generate soil for export, which would require transport by haul truck. Heavy-duty construction equipment, vendor supply trucks and concrete trucks would be used during construction of foundations, parking structures, and buildings. Landscaping and architectural coating would occur during the finishing activities.

The maximum daily regional emissions from these construction activities are estimated by construction phase for the potential worst-case maximum daily emissions of a Project construction day, which does not represent the emissions that would typically occur for every day of Project construction. The estimated maximum daily construction emissions are then compared to the SCAQMD daily significance thresholds to identify any exceedances of thresholds, which could result in a significant impact.

Operation

Operation of the Project would generate criteria pollutant emissions from Project-generated vehicle trips traveling to and from the Project Site, energy sources on-site such as natural gas combustion, area sources such as landscaping equipment and the use of consumer products. The Project would

also produce criteria pollutant emissions from the onsite diesel-fueled emergency generator and char broilers. Operational impacts were assessed for the full Project buildout year of 2025 and, as a conservative emissions estimate, assumes full occupancy in 2025.

The Project's operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area, energy, and mobile sources that would occur during long-term Project operations. In calculating mobile-source emissions, emissions are estimated based on the predicted number of trips to and from the Project Site as determined in the Traffic Impact Assessment (Appendix L of this EIR) and the estimated vehicle miles traveled (VMT) generated using CalEEMod default trip lengths based on Project land use characteristics. The trip estimates take into account trip reductions from Project land use characteristics including internal capture from co-locating commercial and residential uses on the Project Site, and from transit and pedestrian trips. CalEEMod was updated to use EMFAC2017 emission factors for operational mobile source emissions.

Energy source emissions are based on natural gas combustion (building heating and water heaters) and area sources are based on landscaping equipment, architectural coatings, and consumer product usage (including cleaners), in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC) California Commercial End Use Survey (CEUS) data set, which provides energy demand by building type and climate zone.[81] However, since the data from the CEUS is from 2002, CalEEMod incorporates correction factors to account for the appropriate version of the Title 24 Building Energy Efficiency Standards (currently the 2016 Title 24 Standards). Energy demand was adjusted to take into account the 2019 Title 24 efficiency standards which will be the minimum requirement at the time the Project is constructed.

Emergency generator emissions are estimated in CalEEMod using the Tier 4 emissions standards. Emergency generators are permitted by the SCAQMD and regulated under SCAQMD Rule 1470. The emergency generator emissions are calculated based on compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) mandated emission limits and operating hour constraints. Maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year per Rule 1470. For the purposes of estimating maximum daily emissions, it is estimated that the emergency generator would operate for up to two hours per day when maintenance and testing activities occur.

A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or California non-attainment pollutant. Because the Los Angeles County portion of the Air Basin is currently in non-attainment for ozone, PM10, and PM2.5, cumulative projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, Section 15064(h)(3) of the CEQA Guidelines provides guidance in determining the significance of cumulative impacts as detailed under the construction analysis above.

[81] CEC 2006, California Energy Commission, California Commercial End-Use Survey, http://capabilities.itron.com/CeusWeb/Chart.aspx. Accessed February 2019.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD's adopted AQMP.

Nonetheless, SCAQMD no longer recommends relying solely upon consistency with the AQMP as an appropriate methodology for assessing cumulative air quality impacts. The SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. Operational air quality impacts are therefore assessed based on the incremental increase in emissions compared to baseline conditions. Under CEQA, the baseline environmental setting for an EIR is established at or around the time that the Notice of Preparation for the EIR is published. As discussed previously, the Project Site is currently occupied by a hotel, associated buildings, and surface parking lots. The parking lots do not generate air pollutant emissions; however, the operation of the buildings onsite generate air pollutant emissions. Therefore, the net operational emissions (Project minus Existing) generated by the Project are equal to the entirety of the Project's emissions. The maximum daily emissions from operation of the Project are compared to the SCAQMD daily regional numeric thresholds.

Sensitive Receptors

Localized Significance Thresholds

SCAQMD has developed the LST methodology and recommends that this methodology be used in determining whether a project may generate significant adverse localized air quality impacts and substantially affect sensitive receptors. The evaluation of localized air quality impacts determines the potential of the Project to generate daily emissions that would exceed LSTs.

According to the SCAQMD LST assessment methodology, the assessment of localized impacts addresses only those emissions that are generated "onsite," that is for the purposes of this Project, emissions generated from within or along the boundaries of the Project Site. Therefore, for this localized analysis, only the onsite emissions are examined.

As detailed under the Thresholds section, the SCAQMD established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore, not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. If the Project would result in exceedance of the screening criteria LSTs for the applicable pollutants, this would constitute a significant impact, unless dispersion modeling demonstrates no exceedance of the concentration based standards.

Carbon Monoxide Hotspots

Localized areas where ambient concentrations exceed state and/or federal standards are termed CO hotspots. The potential for the Project to cause or contribute to the formation of off-site CO hotspots are evaluated based on prior dispersion modeling of the four busiest intersections in the Air Basin that has been conducted by SCAQMD for its CO Attainment Demonstration Plan in the AQMP. The analysis compares the intersections with the greatest peak-hour traffic volumes that would be impacted by the Project to the intersections modeled by SCAQMD. Project-impacted intersections with peak-hour traffic volumes, that are lower than the intersections modeled by SCAQMD, in

conjunction with lower background CO levels, would result in lower overall CO concentrations compared to the SCAQMD modeled values in its AQMP.

Toxic Air Contaminants Impacts

Construction

The greatest potential for TAC impacts during Project construction would be related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment during demolition, excavation and grading activities. Construction activities associated with the Project would be sporadic, transitory, and short-term in nature. Although Project construction would be temporary, construction impacts associated with TACs are addressed quantitatively in a refined health risk assessment (HRA).

Health risk calculations were performed using the OEHHA methodologies and exposure parameters, and the corresponding SCAQMD guidance documents. In March 2015, OEHHA updated the methods for estimating cancer risks to use higher estimates of cancer potency during early life exposures and to use different assumptions for breathing rates and length of residential exposures. The new guidance, *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments*, incorporates advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF).[82] These updated exposure factors can result in numeric life-time health risk values to be approximately two to three times higher than those calculated under the previous OEHHA guidelines. ESA followed the 2015 guidance in performing the HRA.

This analysis calculated the cancer risk and chronic hazard indices to estimate Project-specific health risks for construction emissions using annual average pollutant ambient concentrations modeled by the USEPA's AMS/EPA Regulatory Model (AERMOD) model.

The cancer risk values for DPM considers exposure via the inhalation pathway. The potential exposure through other pathways (e.g., ingestion) requires substance and site-specific data, and the specific parameters for DPM are not known for these pathways.[83] The OEHHA Guidance recommends the incorporation of several factors to quantify the carcinogenic compound dose via the inhalation pathway. Once determined, the dose is multiplied by the compound-specific inhalation cancer potency factor to derive the cancer risk estimate. The dose takes into account the concentration at a sensitive receptor. The cancer potency factor is compound-specific. In performing health risk calculations, carcinogenic compounds are not considered to have threshold levels (i.e., dose levels below which there are no risks). Any exposure, therefore, will have some associated risk. Incremental health risks associated with exposure to carcinogenic compounds is defined in terms of the probability of developing cancer as a result of exposure to a chemical at a

[82] OEHHA 2015, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed February 2019.

[83] CARB 1998, California Air Resources Board, Report to the Air Resources Board on the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Part A Exposure Assessment, Approved by the Scientific Review Panel, (1998). https://www.arb.ca.gov/toxics/dieseltac/part_a.pdf. Accessed February 2019.

given concentration. Under a deterministic approach (i.e., point estimate methodology), the cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF for DPM recommended by the Scientific Review Panel[84] is 3.0 x 10^{-4} per microgram per cubic meter ($\mu g/m^3$). This value corresponds to a Cancer Potency Factor (CPF) of 1.1 per milligram/kilogram (body weight) per day (mg/kg(bw)-day). The URF for DPM means that for receptors with an annual average concentration of 1 $\mu g/m^3$ in the ambient air, the probability of contracting cancer over a lifetime of exposure is 300 in 1 million. This approach for calculating cancer risk is intended to result in conservative (i.e., health protective) estimates of health impacts and is used for assessing risks to sensitive receptors. The estimation of health risks is calculated as follows:

Equation 1: $Dose_{RESIDENT}$ (mg/kg/day) = $C_{AIR} \times DBR \times A \times EF \times CF$ where:

- C_{air}= concentration in air ($\mu g/m^3$)
- DBR= daily breathing rate normalized to body weight (L/kg body weight-day)
- A= inhalation absorption factor (1 for DPM, unitless)
- EF= exposure frequency (unitless) (days/365 days)
- CF= 10^{-6}, correction factor, micrograms to milligrams conversion, liters to cubic meters conversion

Equation 2: $Risk_{INH\text{-}RESIDENT}$ (in one million) = $Dose_{AIR} \times CPF \times ASF \times ED/AT \times FAH \times CCF$

where:

- $Dose_{AIR}$= daily inhalation dose (mg/kg-day)
- CPF= cancer potency factor $(mg/kg\text{-}day)^{-1}$
- ASF= age sensitivity factor (unitless)
- ED= exposure duration (years)
- AT= averaging time for lifetime cancer risk (years)
- FAH= fraction of time spent at home (unitless)
- CCF= 10^6, cancer conversion factor to represent risk in chances per million

A summary of the exposure parameters used under this methodology are shown in **Table 4.2-5**, *Cancer Risk Exposure Parameters*.

84 The Scientific Review Panel is charged with evaluating the risk assessments of substances proposed for identification as toxic air contaminants by CARB, OEHHA, and the Department of Pesticide Regulation (DPR), and the review of guidelines prepared by OEHHA.

TABLE 4.2-5
CANCER RISK EXPOSURE PARAMETERS

	Residential			
Parameter	**3rd Trimester**	**0 < 2 years**	**2 < 16 years**	**16<30**
C_{AIR} (ug/m^3)				
DBR[a] (L/kg BW-day)	361	1,090	572	261
A[b] (unitless)	1	1	1	1
EF[b] (unitless)	0.96	0.96	0.96	0.96
CF[b] (unitless)	10^{-6}	10^{-6}	10^{-6}	10^{-6}
CPF[b] (mg/kg/day-^{1})	1.1	1.1	1.1	1.1
ASF[b] (unitless)	10	10	3	1
ED[b,c] (years)	0.25	2	14	14
AT[b] (years)	70	70	70	70
FAH[a] (unitless)	1	1	1	1
WAF[a,c] (unitless)	--	--	--	--
CCF[b] (unitless)	10^6	10^6	10^6	10^6

Age Sensitivity Factors

The estimated excess lifetime cancer risks for residential receptors (including the early-in-life exposure) were adjusted using the ASFs recommended in the California Environmental Protection Agency (Cal/EPA) OEHHA Technical Support Document and 2015 OEHHA guidance.[85] This approach accounts for an "anticipated special sensitivity to carcinogens" of infants and children. Cancer risk estimates were weighted by a factor of 10 for exposures that occur from the third trimester of pregnancy to two years of age and by a factor of three for exposures that occur from 2 to 15 years of age. No weighting factor (i.e., an ASF equal to one, which is equivalent to no adjustment) is applied to ages 16 to 70 years.

Cancer Risk Calculation

Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to carcinogens. The risk is expressed as a unitless probability, and was calculated as the number of cancer incidences per million individuals in the HRA. The cancer risk for each chemical was calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the DPM CPF. For cancer risk, the SCAQMD guidance identifies a significant impact if a project would result in an incremental cancer risk that is greater than 10 per million for any receptor.

Chronic Health Impacts

Non-cancer effects of chronic (i.e., long- term) DPM exposures were evaluated using the Hazard Index (HI) approach consistent with the OEHHA guidance. The chronic HI was calculated by dividing the modeled annual average concentration by the Reference Exposure Level (REL). The REL is the concentration at or below which no adverse health effects are anticipated. The REL for

85 OEHHA 2009, Office of Environmental Health Hazard Assessment, Technical Support Document for Cancer Potency Factors: Methodologies for derivation, listing of available values, and adjustments to allow for early life stage exposures. May 2009. https://oehha.ca.gov/media/downloads/crnr/tsdcancerpotency.pdf. Accessed February 2019.

DPM was obtained from OEHHA. OEHHA has recommended an ambient concentration of 5 micrograms per cubic meter ($\mu g/m^3$) as the chronic inhalation REL for DPM exhaust. The SCAQMD guidance identifies a significant impact if a project would result in an incremental chronic HI that is greater than 1.0.

The process of assessing health risks and impacts includes a degree of uncertainty. The level of uncertainty depends on the availability of data and the extent to which assumptions must be relied upon in cases where the data are incomplete or unknown. All HRAs rely upon scientific studies to reduce the level of uncertainty; however, it is not possible to completely eliminate uncertainty from the analysis. Where assumptions are used to substitute for incomplete or unknown data, it is standard practice in performing HRAs to err on the side of health protection to avoid underestimating or underreporting the risk to the public. In general, sources of uncertainty that may lead to an overestimation or an underestimation of the risk include extrapolation of toxicity data in animals to humans and uncertainty in the exposure estimates. In addition to uncertainty, there exists "a natural range or variability in measured parameters defining the exposure scenario," and that "the greatest quantitative impact is variation among the human population in such properties as height, weight, food consumption, breathing rates, and susceptibility to chemical toxicants".[86] As mentioned previously, it is typical to err on the side of health protection by assessing risk on the most sensitive populations, such as children and the elderly, by modeling potential impacts based on high-end breathing rates, by incorporating age sensitivity factors, and by not taking into account exposure reduction measures, such as mechanical air filtration building systems. These conservative assumptions were implemented in the analysis contained in this EIR and detailed in Appendix B.

Operations

During long-term operations, TACs could be emitted as part of periodic maintenance operations, cleaning, painting, etc., periodic visits to the Project Site from delivery trucks and service vehicles, as well as maintenance and testing of the emergency generator. However, these emissions are expected to be occasional and result in minimal exposure to off-site and on-site sensitive receptors. As the Project consists of residential and commercial (i.e., hotel, restaurant, and retail) uses, the Project would not include sources of substantive TAC emissions identified by SCAQMD or CARB siting recommendations. Thus, a qualitative analysis is appropriate and utilized for this Project.

Health Effects

In *Sierra Club v. County of Fresno* (S219783) (*Friant Ranch Case*), the Supreme Court held that CEQA requires environmental impact reports to either (i) make a "reasonable effort" to substantively connect the estimated amount of a given air pollutant a project will produce and the health effects associated with that pollutant, or (ii) explain why such an analysis is infeasible (6 Cal.5th at 1165-66). However, the Court also clarified that CEQA "does not mandate" that EIRs include "an in-depth risk assessment" that provides "a detailed comprehensive analysis … to

[86] OEHHA 2015, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed February 2019.

evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population wide health risks associated with those levels of exposure."[87]

The health-based ambient air quality standards for ozone are measured as concentrations of ozone and not as tonnages of their precursor pollutants (i.e., NO_X and VOCs). It is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting ozone or particulate matter. Meteorology, the presence of sunlight, seasonal impacts, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone. Therefore, correlating a project's criteria air pollutant emissions to specific health impacts, particularly with respect to ozone, is speculative.

SCAQMD agrees that it is very difficult to quantify health impacts with regard to ozone, opining that the only possible means of successfully doing so is for a project so large that emissions would essentially amount to *all* regional increases.[88] As an example, the most recent SCAQMD basin-wide emissions inventory shows VOC emissions at 162.4 tons (324,800 pounds) per day and NO_X emissions at 293.1 tons (586,200 pounds) per day for the baseline year of 2012.[89] SCAQMD's AQMP shows that reducing the baseline 2008 NO_X and VOC emissions by 432 tons per day and 187 tons per day, respectively, would only reduce ozone levels at the monitor with the greatest ozone concentrations by 9 parts per billion (ppb).[90] Additionally, SCAQMD modeling that accounts for increases in emissions due to new or modified sources within the District between 2010 and 2030 show an increase of 6,620 pounds per day of NO_X and 89,947 pounds per day of VOC. The results of this analysis show that this level of daily pollutant increase would only increase ozone concentrations in the Air Basin by 2.6 ppb and less than 1 ppb of NO_2.[91] Therefore, just because a project exceeds the mass regional emissions threshold (i.e., pounds per day VOC or NOx thresholds) from project-related activities does not necessarily indicate that a project will cause or contribute to the exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels.

USEPA and CARB have established Ambient Air Quality Standards (AAQS) at levels above which concentrations could be harmful to human health and welfare, with an adequate margin of safety. Further, California air districts, like SCAQMD, have established emission-based thresholds that provide project-level estimates of criteria air pollutant quantities that air basins can accommodate

87 Sierra Club v. County of Fresno. 6 Cal.5th 502, 517-522 (2018). Available: https://www.leagle.com/decision/incaco20181224020. Accessed December 2019.

88 SCAQMD, Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae, April 6, 2015.

89 SCAQMD, 2017b. 2016 Air Quality Management Plan. Available online at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed December 27, 2019

90 SCAQMD, 2013. Final 2012 Air Quality Management Plan. February. Available online at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan. Accessed December 27, 2019.

91 SCAQMD, 2011. Final Program Environmental Assessment for Re-Adoption of Proposed Rule 1315, 2011 (pg 1-11). https://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects/aqmd-projects---year-2011/re-adoption-of-proposed-rule-1315

without affecting the attainment dates for the AAQS, and therefore providing indicators of significance for regional and localized air quality impacts from both construction and operation of projects. These thresholds are based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance."[92] SCAQMD localized thresholds take into account that the Air Basin is a distinct geographic area that has critical air pollution problems for which AAQS have been established to protect human health and welfare.[93] Therefore, analyzing a project against these thresholds assesses whether these emissions directly contribute to local exceedances of AAQS and assesses their potential to be harmful to human health. Thus, in order to determine the potential for adverse health effects, project emissions are compared to the SCAQMD's LST regulatory thresholds.

4.2.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The following mitigation measures regarding air quality are from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR. However, as presented in the impact analyses below, the Project would comply with applicable State, SCAQMD and City requirements, and would implement a Project Design Feature (PDF) for construction equipment that would go beyond what is specified in DCP MM AQ-2, and would not have a significant impact on air quality. Therefore, no DCP mitigation measures or other Project specific mitigation measures are required.

DCP MM AQ-2: The proposed Downtown Community Plan shall require that all new development comply with the SCAQMD Construction Emission Management Plan when implemented as well as the following conditions for construction:

1. Diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine catalysts and diesel particulate filters). The engine catalysts shall achieve a minimum reduction of 15 percent for NOx. The diesel particulate filters shall meet USEPA Tier 3 standards, consistent with CARB approved Truck and Bus Regulation requirements in affect at the time the contract is approved. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.
2. All heavy-duty diesel-powered equipment operating and refueling use low-NOx diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of CARB diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.
3. All heavy-duty diesel-powered equipment operations will utilize a phased-in emission control technology in advance of a regulatory requirement such that 30 percent of the fleet will meet USEPA Tier 4 engine standards for particulate matter control (or equivalent) starting in 2013

[92] SCAQMD, 1993. CEQA Air Quality Handbook. November. Available online at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed December 27, 2019.

[93] SCAQMD, 1993. CEQA Air Quality Handbook. November. Available online at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed December 27, 2019.

and for the duration of the project, consistent with CARB approved Truck and Bus Regulation requirements in affect at the time the contract is approved.

4. Construction equipment engines shall be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.
5. Construction operations shall rely on the electricity infrastructure surrounding the construction site if available rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.
6. All construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:
    a. Application of soil stabilizers to inactive construction areas.
    b. Quick replacement of ground cover in disturbed areas.
    c. Watering of exposed surfaces three times daily.
    d. Watering of all unpaved haul roads three times daily.
    e. Covering all stock piles with tarp.
    f. Reduction of vehicle speed on unpaved roads.
    g. Post signs onsite limiting traffic to 15 miles per hour or less.
    h. Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.
    i. Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas
    j. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip.
7. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes.
8. Architectural coating (paint and primer) products used have a VOC rating of 125 grams per liter (g/L) or less. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City.
9. Building materials that do not require painting shall be used during construction to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City. Pre-painted construction materials should be used to the extent feasible.

DCP MM AQ-5b: Interior Air Quality Protection: Applicants of new projects in the Downtown that propose siting sensitive land uses within 100 feet of an intersection operating or projected to operate at Level of Service (LOS) E or F to include heating, ventilation, and air conditioning

(HVAC) infrastructure within the building to circulate and purify outdoor air sources sufficiently to reduce diesel particulate matter and vehicle emissions. HVAC control systems shall include particulate filters that have a minimum efficiency reporting value (MERV) of 15 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The proposed HVAC system shall be reviewed and approved by the City prior to occupancy of sensitive land uses or populations within the proposed project.

For clarification, the sensitive land uses or populations proposed in the Project would be the residential uses that are within 100 feet of an intersection operating or projected to operation at LOS E or F.[94]

4.2.4.3 Project Characteristics

As more fully described in Chapter 2, Project Description, the Project includes preservation of the two existing City-designated landmarks (the Palisades Building and the Moreton Bay Fig Tree), construction of two new buildings (the Ocean Building and the California Building), new open space and subterranean parking. Except for the Palisades Building, all existing structures and surface parking as well as the walls surrounding the Hotel Parcel would be demolished as part of the Project.

Construction

Hotel Parcel

Project construction is anticipated to commence in late 2022 and would take place over an approximate 33-month period, with completion of the portion of the Project located on the Hotel Parcel in 2025 (after the 100% Affordable Housing Project on the Second Street Parcel has been completed).

Construction would occur in distinct phases: (i) demolition, which would require an estimated 4-month period; (ii) excavation, which would require an estimated 5-month period; (iii) structure construction, which would require an estimated 12-month period; (iv) construction of exterior skin and interior finishes, which would require an estimated 10-month period; and (v) completion phase, which would require an estimated 2-month period. In accordance with SMMC Section 8.108.150, at least 70 percent of the Project construction and demolition debris would be diverted.

Construction activity work hours would be Monday through Friday, from 8:00 A.M. to 6:00 P.M. and Saturday from 9:00 A.M. to 5:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). No construction activities would occur on Sunday in accordance with SMMC Section 4.12.110(a)(3) or on the holidays specified in SMMC Section 4.12.110(a)(4).

The depth of the proposed excavation on the Hotel Parcel for the new parking structure and the basement of the Ocean Building would be up to 35 feet and would require the export of

[94] Downtown Community Plan EIR pp. 3.4-46, 3.4-11 to 12.

approximately 175,000 cubic yards of soil. Soil excavated from the Hotel Parcel would be removed by semi-truck haul trucks. Haul trucks would not stage on City streets.

Second Street Parcel

Construction of the 100% Affordable Housing Project on the Second Street Parcel is estimated to take 18-20 months and could occur concurrently with the construction of improvements on the Hotel Parcel. The 100% Affordable Housing Project would be completed prior to the certificate of occupancy for the buildings on the Hotel Parcel. Construction of the 100% Affordable Housing Project would occur in five distinct phases, with the demolition phase limited to the removal of the existing surface parking lot. All other phases (i.e., excavation, structure construction, construction of exterior facade and interior finishes, completion) would occur over the anticipated 18-20-month construction period.

All construction on the Second Street Parcel would occur Monday through Friday, from 8:00 A.M. to 6:00 P.M. and Saturday from 9:00 A.M. to 5:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). No construction activities would occur on Sunday or Federal holidays. In accordance with SMMC Section 8.108.150, at least 70 percent of the construction and demolition debris generated during construction of the 100% Affordable Housing Project would be diverted.

Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export is 12,525 cubic yards.

Land Use Characteristics

The Project would result in the redevelopment on the Hotel Parcel and the Second Street Parcel. The Project Site is located within the City's Downtown District and within the boundaries of the California Coastal Zone. The Downtown District[95] of the City of Santa Monica is an urban area with a broad mix of commercial (e.g., retail, office, hotel, restaurant, entertainment) and multi-family residential uses. The Downtown District is one of the most intensely developed areas in the City and features a number of high-rise buildings, including along the Ocean Avenue corridor. Nearby regional and location destinations include Palisades Park, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center. In addition to commercial uses, the Downtown District provides a substantial number of new housing units, most located in mixed-use buildings. Properties north of the Hotel Parcel across California Avenue are not in the Downtown District and are zoned for Medium Density Housing.

The Project Site has regional access via nearby arterials and freeways. The Pacific Coast Highway ("PCH") is located at the foot of the Palisades Bluff at the west edge of Ocean Avenue, just to the west of the Hotel Parcel. The California Incline (at California Avenue) provides direct access to PCH, and PCH in turn, provides access to the Santa Monica Freeway ("I-10"), which is located approximately 0.75 miles southeast of the California Incline, and the Pacific Palisades community

[95] The "Downtown District" is defined in the 2010 update of the Land Use and Circulation Element (the "LUCE") of the Santa Monica General Plan.

to the north. The Hotel Parcel is located on Wilshire Boulevard, a major east-west arterial with an interchange at the San Diego Freeway ("I-405"), approximately four miles to the east of the Hotel Parcel. Wilshire Boulevard also intersects 4th Street, 5th Street and Lincoln Boulevard, which provide direct access to the I-10 approximately 0.75 miles southeast of the Hotel Parcel.

Several transit routes are also located in the vicinity, including transit service provided by Santa Monica Big Blue and Metro. Some of the Santa Monica Big Blue Bus lines include the Rapid 7 Route, which stops at the intersection of Santa Monica Boulevard and 4th Street and provides service along Pico Boulevard to the Wilshire/Western Station, and the Santa Monica Big Blue Bus Wilshire Boulevard Route 2, which stops at the intersection of Wilshire Boulevard and 4th Street and provides service to UCLA and the Hilgard Terminal in Westwood. In addition, the Metro Local 20 bus route stops at the intersection of Wilshire Boulevard and 4th Street and provides regional service along Wilshire Boulevard to Downtown Los Angeles. Further, the Big Blue Bus Rapid 7 route is located approximately two blocks to the southeast of the Project Site. The Metro Rapid 720 bus route serves all of downtown Santa Monica and provides access to East Los Angeles. Additionally, the Exposition Light Rail line ("Expo LRT") and its Downtown Santa Monica station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area. The Project Site's proximity to these publicly available transit services enable the Project to minimize new vehicle trips, VMT, and associated transportation-related emissions compared to a project without these characteristics.

Project Design Features & Regulatory Requirements

The Project includes Project Design Features (PDFs) that are tailored specifically to the Project to minimize emissions. (Three categories of PDFs would minimize the amount of air pollutant emissions and two of the categories would also reduce GHG emissions.) The PDFs are as follows:

PDF AQ-1: Demolition, Grading and Construction Activities:

1. Compliance with provisions of the SCAQMD District Rule 403. The Project shall comply with all applicable standards of the SCAQMD, including the following provisions of District Rule 403:
    a. All unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.
    b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., instantaneous winds speeds greater than 25 mph), so as to prevent excessive amounts of dust. As an alternative to discontinuing work, compliance with Rule 403, Table 3 control measures may be implemented in accordance with Rule 403 Section (g)(2).

d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

g. Trucks having no current hauling activity shall not idle and be turned off.

h. Ground cover in disturbed areas shall be replaced as quickly as possible.

2. **Anti-Idling Regulation:** In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

3. **Fuel Requirements:** All heavy-duty diesel-powered equipment operating and refueling use low-NOx diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of CARB diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

4. **Architectural Coatings:**

   a. ~~For n~~ New building materials that do not require painting shall be used ~~during construction~~ to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City. Pre-painted construction materials should be used to the extent feasible.

   b. Architectural coating (paint and primer) products used have a VOC rating of 125 grams per liter (g/L) or less. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City.

5. **Construction Equipment:**

   a. Diesel fueled construction equipment shall meet or exceed the EPA Tier 4 final emission standards.

   b. The following equipment shall be propane or CNG fueled: Forklifts (except for all-terrain forklifts used only to off-load heavy material) and sweepers/scrubbers.

   c. The following equipment shall be electric: air compressors, tower cranes (Hotel Parcel), aerial lifts, plate compactor, and pumps

   d. The following equipment shall be gasoline fueled: water trucks

   e. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

PDF-AQ-2: **Green Building Features:** The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the applicant would attain a minimum of LEED-certified V3 ~~g~~Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 ~~Gold~~Platinum designation. Green building features that will be included in the Project are as follows:

1. **Waste**
   a. The Project will implement a construction waste management plan (WMP) to divert a minimum of 70 percent of all mixed construction and demolition (C&D) debris to City certified construction and demolition waste processors, consistent with SMMC Article 8, Chapter 8.108.
   b. The Project will include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings), consistent with the City of Santa Monica Zero Waste Strategic Plan, with the goal of achieving a per capita disposal rate of less than 3.6 pounds/person/day by 2020 and less than 1.1 pounds/person/day by 2030, equivalent to a 95 percent diversion rate.
2. **Energy**
   a. The Project will comply at a minimum with the City of Santa Monica Energy Code and the City of Santa Monica Green Building Standards Code or the most recent standards at the time of building permit issuance by incorporating features such as solar pool heating, green roofs, high-performance building envelopes, energy-efficient HVAC and lighting systems, among other initiatives thereby reducing energy use, air pollutant emissions, and GHG emissions.
   b. The Project will install solar electric photovoltaic (PV) systems, as required by the City of Santa Monica Green Building Code Solar Ordinance. The required installation of the PV systems will be implemented by installing a minimum total wattage of 2.0 times the square footage of the building footprint (2.0 watts per square foot).
   c. The Project design will incorporate surface materials with a high solar-reflectance-index average, coupled with roof assemblies having insulation factors that meet or exceed the 2019 California Title 24 Building Energy Efficiency Standards, to reduce unwanted heat absorption and minimize energy consumption.
3. **Transportation**
   a. To encourage carpooling and the use of electric vehicles by Project employees, residents, and visitors, designated parking for carpools and vanpools will be provided in accordance with SMMC Section 9.28.150.
   b. EV Charging Stations, low emission vehicle spaces, and carpool spaces for hotel employees will be provided in the Hotel parking structure. At least two charging stations plus one for each additional 50 parking spaces consistent with SMMC Section 9.28160(B)(2) will be provided.

c. Both long-term and short-term bicycle parking will be provided at the Hotel parking structure. The number of parking spaces shall at a minimum be provided in accordance with SMMC Table 9.28.140, which requires one short-term bicycle parking space for every 4,000 square feet of floor area (depending on the use). The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces, including 263 long-term and 41 short-term spaces.

   Showers and clothes lockers for employees will also be provided at the Hotel. In accordance with SMMC Section 9.28.170(B)(1), a minimum of four showers would be provided. Consistent with SMMC Section 9.28.170(B)(2), lockers for clothing and other personal effects will be provided at a ratio of 75% of the long-term employee bicycle parking spaces required. A total of up to 197 new clothes lockers will be provided on the Hotel Parcel for employee use. The final number will be determined through the Development Agreement.

4. Water

a. The Project shall achieve the City's water neutrality requirements and in accordance with the DCP, the Applicant shall strive to achieve a minimum of 30 percent below California 2019 Title 24 baseline for interior building water use and a minimum of 50 percent below California 2019 baseline for exterior water use. The Project will also implement 100% non-potable irrigation for landscaping.

PDF-AQ-3: **Control of VOCs:** The Project will utilize low-emitting materials pursuant to the requirements of the California Green Building Standards (CALGreen) Code and SCAQMD Rule 1113.

PDF-AQ-4: **Emergency Generators:** The new standby generator on the Hotel Parcel shall meet the EPA Tier 4 standard for diesel emissions. For after-treatment of engine exhaust air, a diesel particulate filter shall be provided to meet the emission level requirements of the SCAQMD.

4.2.4.4 Project Impacts

Impact Statement AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

AQ-1: *The Project's short-term jobs during construction would not conflict with the AQMP's long-term employment projections and Project construction would also comply with the applicable regulations for reducing criteria pollutant emissions during construction activities. The Project's employee growth would not exceed the expected regional growth projections and would be consistent with regulations for reducing criteria pollutants. Therefore, the Project's construction and operations would not conflict with implementation of the AQMP or relevant air quality-related policies in the General Plan or other adopted regional and local plans adopted for reducing air quality impacts and impacts would be less than significant.*

Construction

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related, such as resultant employment or residential units) upon which the air quality plan is based. The Project would generate short-term construction jobs, but it would not necessarily add new employees, since construction workers typically travel amongst construction sites within the region and are not typically brought from other areas to work on developments such as the Project. Moreover, these jobs would be temporary in nature. Therefore, construction jobs under the Project would not conflict with the long-term employment projections upon which the AQMP are based.

Project construction would also comply with SCAQMD Rule 403 requirements and the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. These measures would also be imposed on other construction projects in the Air Basin as required, which would include each of the cumulative projects in the Project Area.

Operations

The Project's location, design and current land uses also render it consistent with the AQMP. The AQMP includes Transportation Control Measures that are intended to reduce regional mobile source emissions. While the majority of the measures are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, the Project's location, design and land uses would support measures related to reducing vehicle trips for visitors, residents, and employees by increasing the commercial and residential density near public transit.

The Project Site has regional access via nearby arterials and freeways, including PCH, the I-10 freeway, and the I-405 freeway. Several transit routes are also located in the vicinity, as detailed above. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area. The Project Site's proximity to these publicly available transit services enable the Project to potentially reduce vehicle trips, VMT, and associated transportation-related emissions compared to a project without these characteristics.

The Project's growth would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth" and state efforts to meet goals in the reduction of GHG. The SCAG 2016-2040 RTP/SCS seeks to maximize mobility and accessibility for all people and good by improving upon goals in the 2012 RTP/SCS.[96] According to SCAG, incorporating smart land use strategies, such as developing "Complete Communities", which is defined as concentrating activities with housing, employment, and a mix of retail and services, located in close proximity to

[96] SCAG 2016, Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 5: The Road to Greater Mobility and Sustainable Growth, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_05_RoadToGreaterMobilityAndSustainableGrowth.pdf. Accessed February 2019.

each other therefore reduces vehicular demand" and associated pollutants.[97] Additionally, the SCAG 2016-2040 RTP/SCS seeks better "placemaking," defined as "the process of developing options for locations where [people] can live and work that include a pleasant and convenient walking environment that reduces [people's] reliance on their car".[98] Thus, the Project's proximity to public resources and services allows the Project's projected employment growth to be accommodated by the City's transportation resources and decreases the time and cost of traveling as well as vehicular demand and associated pollutants. The Project would locate employment opportunities in close proximity to off-site residential uses such that people would have the opportunity to live and work in the same vicinity and have access to convenient modes of transportation that provides options for reducing reliance on automobiles.

The Project's proposed uses would generate an estimated 387 employees at the Project Site, or a net increase of 105 employees. This net increase in employees would represent approximately 1.2 percent and less than 0.02 percent respectively of the growth in employees projected for the City and County in SCAG's 2016-2040 RTP/SCS, between 2020 and 2040.[99] The Project would therefore, also be consistent with the growth projections as contained in the City's General Plan, and ultimately consistent with the growth projections in the AQMP, since the growth would occur in a transit rich area, which would minimize potential growth in transportation-related emissions.

The Project would provide up to 108 residences, including up to 60 condominium units on the Hotel Parcel. In addition, the Project would contribute to the availability of affordable housing in the City by providing up to 48 affordable units on the Second Street Parcel. As detailed in the Initial Study, the Project's increase in population would represent approximately 0.29 percent of the population growth projected for the City in 2035 (94,700); and 0.002 percent of the population growth for Los Angeles County between 2016 and 2035. The Project's increase in approximately 275 new residents is consistent with SCAG's growth projections for the period between 2016 and 2020 and between 2016 and 2040, the RTP/SCS horizon year, for the City and the County as a whole. The Project would not induce growth beyond anticipated.

General Plan Air Quality-Related Policies

The City's General Plan includes Citywide policies regarding a range of City resources and services, some of which are relevant to air quality. **Table 4.2-6,** *Comparison of the Project to Applicable Air Quality-Related Policies of the LUCE and DCP* evaluates the consistency of the Project with the applicable air quality-related goals, objectives, and policies in these documents.

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97 SCAG 2016, Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 5: The Road to Greater Mobility and Sustainable Growth, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_05_RoadToGreaterMobilityAndSustainableGrowth.pdf. Accessed February 2019.

98 SCAG 2012, Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, Available: http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx. Accessed February 2019.

99 ESA 2019. Based on SCAG 2016, Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction.

TABLE 4.2-6
COMPARISON OF THE PROJECT TO APPLICABLE AIR QUALITY-RELATED POLICIES OF THE LUCE AND DCP

Policies	Analysis of Project Consistency
General Plan	
Land Use and Circulation Element – Land Use Policies	
LU2.5 Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management program that support accessibility by transit, bicycle and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.	**Consistent.** The Project represents infill development within the Downtown Community Plan area, an area of the City with a high level of transit opportunities as well as pedestrian and bicycle activity. The Project's characteristics would potentially reduce trips and VMT due to its infill location, access to public transportation, close proximity to multiple other destinations including job centers and retail, service, and entertainment uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. The Project would encourage alternative modes of transportation by installing long-term and short-term bicycle parking spaces. In addition, the Project would enhance the existing TDM strategies that are in place for the hotel in order to further reduce peak hour trips as further discussed in Section 4.17, Transportation, of this EIR.
LU8.1 Transportation Demand Management. Require participation in TDM programs for projects above the base to encourage walking, biking, and transit, and to reduce vehicle trips. Engage existing development in TDM Districts and programs to encourage reduction of existing vehicle trips.	**Consistent.** The Miramar Hotel has an existing TDM program in place. With the redevelopment of the hotel, the Project would enhance the existing TDM strategies in order to further reduce vehicle trips as further discussed in Section 4.17, Transportation, of this EIR**.**
LU12.4 Sustainability. Recognize adaptive reuse as a sustainable policy, and encourage sustainable technologies, such as solar panel installation and energy retrofitting, that respect character-defining features.	**Consistent.** The Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. All buildings would conform to the California Title 24 Building Energy Efficiency Standards (Part 6), CALGreen (Part 11), and the City's Green Building Code and Energy Code as well as the City's Water Neutrality Ordinance and Runoff Conservation and Sustainable Management Ordinance requirements. Some key sustainability features that would be incorporated into the Project include photovoltaic panels and other renewable energy resources; LED lighting in hotel and residences; no use of cooling towers to minimize water usage; harvesting of storm-water; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet fixtures in hotel and residences; green roofs to reduce cooling load and capture storm-water runoff ; 100% non-potable irrigation for landscape; secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees; low-water drought tolerant landscape plant palette; and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations. In addition, during construction the Project would implement a construction waste management plan to divert 70% of all mixed construction and demolition debris to a City certified construction and demolition waste processors, consistent with the City of SMMC Article 8, Chapter 8.108.

Policies	Analysis of Project Consistency
Land Use and Circulation Element – Circulation	
T18.1 Strive toward carbon neutrality by encouraging reduced Vehicle Miles Traveled (VMT) per capita.	**Consistent.** As indicated above, the Project is infill development within the Downtown Community Plan area. The Project's characteristics would reduce trips and VMT due to its infill location within the Downtown that has access to public transportation and is within close proximity to multiple other destinations. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, the Project would implement an enhanced TDM program in order to further reduce peak hour trips as further discussed in Section 4.17, Transportation, of this EIR. The Project would include long-term and short-term bicycle parking spaces in accordance with City's requirements. These features would reduce work trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
T18.2 Develop programs and strategies to meet CO2 or VMT reduction standards established by regional, state or federal agencies.	**Consistent.** As discussed above, in T18.1 and LU12.4, the Project's characteristics would reduce trips and VMT due to a variety of actions.
Land Use and Circulation Element – Sustainability and Climate Change	
S2.1 Implement the VMT reduction policies of the Land Use and Circulation Element of the General Plan including, but not limited to: focusing new growth in mixed-use, transit-oriented districts; focusing new growth long existing corridors and nodes; supporting the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and, promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the City.	**Consistent.** As indicated above, the Project is infill development within the Downtown Community Plan area. The Project would locate up to 108 residential units (60 on the Hotel Parcel and up to 48 on the Second Street Parcel) as well as visitors to the City within close proximity to public transit and a diverse mix of uses, including retail, service, office, and entertainment uses. In addition, the Project would implement an enhanced TDM program as further discussed in Section 4.17, Transportation, of this EIR. Thus, the Project would be consistent with the City's VMT reduction policies in the LUCE. The Project would include long-term and short-term bicycle parking spaces in accordance with the City's requirements. These features would reduce work trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
S3.2 Consider a requirement for all new residential buildings to use net zero energy by 2020 and all new commercial buildings by 2030.	**Consistent:** The Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation as discussed in LU12.4 above. Development on the Second Street Parcel would comply with applicable energy requirements. The Project would also comply with the City's ZNE Code which would require new buildings to be designed to use 10 percent less energy than a standard design building and install a solar photovoltaic system with a rating of 2 watts per square foot of the building footprint. In addition, the Project would use renewable energy provided by the Clean Power Alliance. Compliance with enhanced LEED certification, the City's ZNE Code, and renewable energy would minimize emissions from residential and commercial land uses within current technical feasibilities.
S5.1 Continue to maintain a building code and prescriptive compliance options that meet or exceed state requirements for energy, water and other sustainability standards. Specifically, pursue California Energy Commission goals to achieve "zero net" energy buildings by 2020 for low-rise residential buildings and 2030 for commercial buildings and achieve a LEED-equivalent local building code by 2020.	**Consistent:** The Project would attain a minimum of LEED-certified V3 Gold designation on the Hotel Parcel as detailed in LU12.4 above. In addition, the Project would implement a construction waste management plan to divert 70% of all mixed construction and demolition debris.

Policies	Analysis of Project Consistency
S5.6 Encourage cool roofs or green roofs on new buildings.	**Consistent:** The Project design would incorporate green roofs on the buildings on the Hotel Parcel to reduce cooling load. (The development on the Second Street Parcel would incorporate solar energy.)
S5.8 Encourage installation of electrical outlets in loading zones and on the exterior of new buildings to reduce emissions from gas-powered landscape maintenance and operating refrigeration for delivery trucks.	**Consistent.** It is anticipated that the Project would include electrical outlets for electrical landscaping equipment.
Downtown Community Plan	
Supportive Infrastructure	
SI1.1 Require new development to meet or exceed the City's water conservation and water neutrality requirements of the water self-sufficiency programs.	**Consistent.** As discussed in Section 4.19, Water Supply, of this EIR, as a result of efforts to reduce water demand, such as the installation of water efficient fixture and drought tolerant landscaping, the Project would reduce the water demand compared to existing conditions. The existing water demand for the Project Site is 28,742,349 gallons per year. The Project (Hotel and Second Street Parcels) would have an estimated water demand of 19,134,042.5 gallons per year for a reduction of 9,608,306.5 gallons per year, which represents a 33.4% reduction in water use compared to existing conditions. The Project would therefore comply with and exceed the City's Water Neutrality Ordinance.
SI1.2 Where purple pipe is accessible to new development, require the use of recycled water for irrigation.	**Consistent.** As indicated in Section 4.20, Water Supply, of this EIR the Project would provide a connection to the 4-inch diameter distribution line for recycled water located in Ocean Avenue in the event recycled water is needed to supplement reuse of on-site water collected from stormwater runoff for irrigation.
SI3.2 Require that new development meet or exceed the City's Green Building standards for storm water retention/infiltration, and encourage consideration of new technologies and superior practices in Tier 2 and 3 projects and on large sites with potential to incorporate such facilities.	**Consistent.** As indicated in Section 4.11, Hydrology and Water Quality, of this EIR, the Project would include the installation of a system to harvest and re-use (for non-potable purposes) Project generated runoff since infiltration is not permitted due to the Project Site's location within the City's slope instability zone. Although the new pervious surface area would be underlain by subterranean parking structures, the landscaping would be effective in limiting stormwater runoff from discharging off the Project Site. The Project would comply with applicable requirements, including the City's Runoff Conservation and Sustainable Management Ordinance.
SI5.3 Encourage private property owners to partner with the City to reduce carbon and energy consumption.	**Consistent.** As detailed in LU12.4 above, the Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel. The development on the Second Street Parcel would comply with applicable requirements. Therefore, the Project would be consistent with this policy by integrating sustainable features into the design, thereby reducing carbon and energy consumption. The Project's characteristics would reduce trips and VMT due to its infill location, access to public transportation, close proximity to multiple other destinations including job centers and retail uses.

Policies	Analysis of Project Consistency
Access and Mobility	
AM1.4 Complete streets is the guiding principle for all changes on public streets and sidewalks. Complete streets support multiple needs including place making, multi-modal mobility, sustainability, emergency access, social gathering and economic strength.	**Consistent.** The Project would contribute to making Wilshire Boulevard a complete street. The Project would implement enhanced ground floor open space improvements and place active retail uses along Wilshire Boulevard, thus supporting placemaking, walking, and social activity.
AM2.2 Increase visitors and customers using active, public and sustainable travel modes.	**Consistent.** As indicated above, the Project represents infill development within the Downtown Community Plan area, an area of the City with a high level of pedestrian and bicycle activity. The Project's characteristics would reduce trips and VMT due to its access to public transportation and close proximity to multiple other destinations including job centers and retail uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, the Project would implement an enhanced TDM program in order to further reduce peak hour trips as discussed in Section 4.17, Transportation, of this EIR. The Project would contribute to the creation of pedestrian friendly streets through the location of retail space at the intersection of Wilshire Boulevard and 2nd Street and the articulation and pedestrian scale of the Ocean Building. In addition, the Project would provide a mid-block pedestrian pathway through the Hotel Parcel that would create a pedestrian connection between Ocean Avenue and 2nd Street, thus breaking up the super-block that currently exists and increasing walkability in the area. The Project would also enhance the streetscape through the removal of the driveways on Wilshire Boulevard and the planning of street trees, thereby contributing to the pedestrian friendly area. These features would contribute to the reduction of vehicle trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
AM2.3 Expand TDM programs for resident access and mobility options Downtown.	**Consistent.** As detailed in Section 4.17, Transportation, of this EIR, the Project would implement an enhanced TDM program. Additionally, the Project would include long-term and short-term bicycle parking spaces for employees, residents and patrons alike.
AM3.4 Reduce vehicle miles traveled for Downtown trips, and direct vehicles destined for Downtown to available parking as efficiently as possible.	**Consistent.** The Project represents infill development within the Downtown District, an area of the City with a high level of pedestrian and bicycle activity. The Project's characteristics would reduce trips and VMT due to its infill location, access to public transportation, close proximity to multiple other destinations including job centers and retail uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, as discussed under Policy AM2.3, the Project would implement an enhanced TDM program, which would reduce trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.

Policies	Analysis of Project Consistency
AM4.5 Engage private developments to contribute to mobility network options and service quality.	**Consistent.** The Project represents infill development within the Downtown District, an area of the City with a high level of pedestrian and bicycle activity. The Project's characteristics would reduce trips due to its infill location, access to public transportation, close proximity to multiple other destinations including job centers and retail uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, the Project would implement an enhanced TDM program, which would include transportation allowances for employees and residents choosing to commute using non-single occupancy vehicle modes; bicycle parking for all users and employee lockers and shower facilities; a transportation coordinator; on-site transportation information; transportation welcome packages for residents; and incentives for both employees and customers to use non-single occupancy vehicle modes. The Project would include 263 long-term and 41 short-term bicycle parking spaces at the Hotel Parcel. These features would reduce work trips and encourage employees and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
AM6.4 Support the adoption and use of electric vehicles (EVs).	**Consistent.** The Project would provide EV charging stations in the subterranean garages in accordance with City requirements. On the Hotel Parcel, 17 electrical charging stations would be provided, which would exceed the City's requirement per SMMC 9.28.160 of nine spaces although the final number of spaces would be determined through the Development Agreement.

SOURCE: ESA, 2019

Air Quality-Related Policies from the Sustainable City Plan and Climate Action and Adaptation Plan

The City's Sustainable City Plan and Climate Action and Adaptation Plan (CAAP) include Citywide policies regarding a range of City resources and services, some of which are relevant to air quality. **Table 4.2-7,** *Comparison of the Project to Applicable Air Quality-Related Policies of the Sustainable City Plan*, evaluates the consistency of the Project with the applicable air quality-related goals, objectives, and policies in the Sustainable City Plan. For analysis of the Project's consistency with the City's Climate Action and Adaptation Plan, please refer to Section 4.8, *Greenhouse Gas Emissions*. As detailed in Section 4.8, the Project is consistent with the City's Climate Action and Adaptation Plan.

TABLE 4.2-7
COMPARISON OF THE PROJECT TO APPLICABLE AIR QUALITY-RELATED POLICIES OF THE *SUSTAINABLE CITY PLAN*

Goals and Targets	Analysis of Project Consistency
Sustainable City Plan – Resource Conservation	
Goal 1: Significantly decrease overall community consumption, specifically the consumption of non-local, non-renewable, non-recyclable and non-recycled materials, water, and energy and fuels.	**Consistent:** The Project would be designed and operated to meet the applicable requirements of CALGreen and the City of Santa Monica Green Building Code. The Project would also comply with the City's Green Building Ordinance and would include on-site recycling containers to support the City's recycling goal. In addition, the Project would comply with Section 8.108.010 Subpart C of the SMMC, which requires that demolition and/or construction projects over 1,000 sf divert at least 70 percent of construction and demolition material from landfills.
Sustainable City Plan – Environment and Public Health	
Goal 1: Protect and enhance environmental health and public health by minimizing and where possible eliminating the levels of pollutants entering the air, soil and water.	**Consistent:** The Project would incorporate numerous measures, actions, and design features to reduce air pollutant emissions, including a suite of green building measures (see PDF AQ-2), construction measures (see PDF AQ-1), VOC reduction (PDF AQ-3), and additional actions to reduce emissions from construction and operational activities, vehicle idling, fuel use, and other activities. Additionally the Project would introduce enhanced TDM strategies on the Hotel Parcel in order to further reduce peak hour trips as discussed in Section 4.17, Transportation, of this EIR.
Sustainable City Plan – Transportation	
Goal 1: Create a multi-modal transportation system that minimizes and, where possible, eliminates pollution and motor vehicle congestion while ensuring safe mobility and access for all without compromising our ability to protect public health and safety.	**Consistent:** The Project represents infill development within the Downtown Community Plan area, an area of the City with a high level of public transit and pedestrian and bicycle activity. The Project's characteristics would minimize trips and VMT due to its infill location, convenient access to public transportation, close proximity to multiple other destinations including job centers and retail uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, the Project would implement an enhanced TDM program that would reduce peak hour trips as further discussed in Section 4.17, Transportation, of this EIR. The Project would include long-term and short-term bicycle parking spaces in accordance with the City's requirements. These features would reduce work trips and encourage employees and residents to use alternative modes of transportation including public transportation, walking, and bicycling.

SOURCE: ESA, 2019

AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact Statement AQ-2: *The South Coast Air Basin is designated as non-attainment for O_3, PM10, and PM2.5 under federal and/or state ambient air quality standards. Construction and operation of the Project would not generate emissions that would exceed regional thresholds during construction or operations. Therefore, Project construction and operations would not contribute to a cumulatively considerable net increase of criteria pollutants and impacts would be less than significant.*

Regional Construction Emissions

The Project would result in emissions of criteria air pollutants for which the region is in non-attainment during both construction and operation. The Air Basin fails to meet the NAAQS for O_3 and PM2.5, and therefore is considered a federal "non-attainment" area for these pollutants. The Air Basin also does not meet the CAAQS for PM10. The SCAQMD has designed significance thresholds to assist the region in attaining the applicable CAAQS and NAAQS, and apply to both primary (criteria and precursor) and secondary pollutants (ozone).

The maximum daily construction emissions were estimated for each construction activity for each construction year, including where construction activities of the two Parcels overlap. The maximum daily emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of construction. The emissions calculations include dust control measures required to be implemented during each phase of development, as required by SCAQMD Rule 403 (Control of Fugitive Dust), and equipment requirements implemented for the Project under PDF AQ-1. A summary of the maximum daily unmitigated construction emissions of the criteria pollutant calculations for each construction year are presented in **Table 4.2-8**, *Unmitigated Regional Maximum Daily Construction Emissions*. Detailed emissions calculations are provided in Appendix B of this EIR.

TABLE 4.2-8
UNMITIGATED REGIONAL MAXIMUM DAILY CONSTRUCTION EMISSIONS (POUNDS PER DAY) [A]

Construction Year	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
2022	2	23	89	<1	8	2
2023	2	42	120	<1	17	5
2024	2	35	118	<1	16	5
2025	32	18	137	<1	15	4
Regional Maximum Daily Emissions	32	42	137	<1	17	5
SCAQMD Regional Construction Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

NOTES:

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA 2019

As shown in Table 4.2-8, regional maximum daily construction emissions would not exceed the SCAQMD regional threshold for construction activities for criteria pollutants that are in non-attainment within the SCAB (Ozone (ROG and NOx), PM10, and PM2.5). Therefore, impacts would be less than significant.

With respect to the Project's short-term construction-related air quality emissions and cumulative conditions, SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal CAA mandates. Construction of the Project would comply with SCAQMD Rule 403 fugitive dust control requirements and the ATCM to limit heavy duty diesel

motor vehicle idling to no more than 5 minutes at any location. These measures would also be imposed on construction projects in the Air Basin, which would include the cumulative projects in the Project Area. Since the Project's construction does not exceed the SCAQMD's regional significance thresholds for NOx, cumulative construction impacts are less than significant.

Regional Operational Emissions

The SCAQMD's approach for assessing cumulative impacts related to operations or long-term implementation is based on attainment of ambient air quality standards in accordance with the requirements of the CAA and California Clean Air Act. As discussed earlier, the SCAQMD has developed a comprehensive plan, the AQMP, which addresses the region's cumulative air quality condition.

Operational emissions were assessed for area, energy, mobile, and stationary sources. As previously discussed the Project would include sustainable design features that would improve energy efficiency beyond the standard regulatory requirement. These design features would improve the efficiency of the current Hotel operations. Operational criteria pollutant emissions were calculated for the Project's buildout year of operations in 2025. Daily trip generation rates for the Project were provided in the Traffic Impact Assessment and include trips associated with the proposed land uses.[100]

Results of the criteria pollutant calculations are presented in **Table 4.2-9**, *Unmitigated Regional Maximum Daily Operational Emissions*. The net increase in operational-related daily emissions (Project emissions minus existing emissions) for the criteria and precursor pollutants (VOC, NO_X, CO, SO_X, PM10, and PM2.5) would not exceed the SCAQMD threshold of significance for any non-attainment pollutants and impacts would be less than significant.

TABLE 4.2-9
UNMITIGATED REGIONAL MAXIMUM DAILY OPERATIONAL EMISSIONS (POUNDS PER DAY) [A]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Regional Emissions with Construction						
Area (Consumer Products, Landscaping)	10	<1	9	<1	<1	<1
Energy (Natural Gas)	<1	3	2	<1	<1	<1
Stationary Sources (Generator and Charbroilers)	5	20	11	0	4	3
Mobile	10	14	77	<1	22	6
Total Emissions	25	37	99	<1	26	9
Existing Emissions to be Removed	20	23	90	<1	17	6
Total Net Emissions	5	14	10	<1	9	3
SCAQMD Regional Operational Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

NOTES:

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.

SOURCE: ESA 2019.

[100] Fehr & Peers, Transportation Impact Analysis, 2020.

AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact Statement AQ-3: *The Project's localized maximum daily Project construction and operational emissions of criteria air pollutants would not exceed the applicable SCAQMD localized concentration thresholds. Therefore, localized construction impacts would be less than significant.*

Project-generated traffic, together with other cumulative traffic in the area, would incrementally increase carbon monoxide levels at an intersection or roadway within one-quarter mile of a sensitive receptor. However, the Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million, respectively. Therefore, CO hotspot impacts would be less than significant.

During construction and operation of the Project, TACs would be emitted and result in an incremental cancer risk or cancer burden increase at nearby sensitive receptors. Project construction would not exceed the applicable SCAQMD incremental cancer risk thresholds for TACs. Therefore, impacts would be less than significant.

Localized Construction Emissions

The localized impacts for the short-term construction activities were quantified using CalEEMod and compared to the applicable LST thresholds for a 5-acre site, 25 meters from sensitive receptors in SRA 2.[101] As previously discussed, SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project. The results of the analysis are presented in **Table 4.2-10** *Unmitigated Localized Construction Emissions.*

As shown in Table 4.2-10, localized maximum daily Project construction emissions would not exceed SCAQMD localized construction emissions thresholds. Therefore, impacts would be less than significant.

Localized Operational Emissions

The localized impacts for the operation activities were quantified using CalEEMod and compared to the applicable LST thresholds for a 5-acre site, 25 meters from sensitive receptors in SRA 2. The results of the analysis are presented in **Table 4.2-11,** *Unmitigated Localized Operational Emissions.* As shown in Table 4.2-11, the increase in maximum localized operational emissions for sensitive receptors would not exceed the localized thresholds for NO_X, CO, PM10, and PM2.5. Therefore, impacts related to localized operational emissions would be less than significant.

[101] The Parcel emissions are combined due to the closeness of the two Parcels and the impact on the same sensitive receptors as well as the overlap of construction. As the combined acreage for the two Parcels is just under 5 acres (4.7 acres), the 5 acre emissions levels were used for the analysis.

TABLE 4.2-10
UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS

	Estimated Maximum Daily On-Site Emissions (lbs/day)[a,b]			
Construction Year	**NO_X**	**CO**	**PM_{10}[c]**	**$PM_{2.5}$[c]**
2022	9	84	5	1
2023	10	80	2	<1
2024	10	78	1	<1
2025	12	100	1	1
Max	12	100	5	1
Localized Significance Threshold	123	1,531	13	6
Significant Impact?	No	No	No	No

[a] LST values for a five-acre site in SRA 2 at 25 meters

[b] Emissions account for implementation of PDF AQ-1

[c] Emissions account for implementation of dust control measures as required by SCAQMD Rule 403—Fugitive Dust.

SOURCE: ESA, 2019; Appendix B.

TABLE 4.2-11
UNMITIGATED LOCALIZED ASSESSMENT OF PROJECT BUILDOUT OPERATIONAL EMISSIONS[a]

	Estimated Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Daily Operational Emissions	23	23	4	3
Existing Emissions to be Removed	4	4	3	2
Net Operational Emissions	18	18	<1	<1
Localized Significance Threshold	123	1,531	*3*	*2*
Significant Impact?	No	No	No	No

SOURCE: ESA, 2019; Appendix B, of this EIR.

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.

Carbon Monoxide Hotspots

The potential for the Project to cause or contribute to CO hotspots is evaluated by comparing Project intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the Project would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at Project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

As shown previously in Table 4.2-2, CO levels in the Project area are substantially below the federal and state standards. Maximum CO levels in recent years are 2.2 ppm (one-hour average) and 1.4 ppm (eight-hour average) compared to the CAAQS of 20 ppm (one-hour average) and 9.0 ppm

(eight-hour average). CO levels decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time, and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels at Project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, SCAQMD conducted CO modeling for the attainment demonstration in the 2003 AQMP for the four worst-case intersections in the Air Basin, including: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day.[102] This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue, exclusive of ambient background CO concentrations. When added to the existing background CO concentrations, the screening values would be 7.6 ppm (one-hour average) and 5 ppm (eight-hour average).[103]

Based on the Project's Traffic Impact Analysis, of the studied intersections that are predicted to operate at a Level of Service (LOS) of D, E or F under future operational year (2025) plus Project conditions, the intersection of Pacific Coast Highway and Chautauqua Boulevard/Channel Road would have peak traffic volumes of approximately 71,710 per day.[104] As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which would not exceed the thresholds. Total traffic volumes at the maximum impacted intersection would likely have to more than double to cause or contribute to a CO hotspot impact given that vehicles operating today have reduced CO emissions as compared to vehicles operating in year 2003 when the SCAQMD conducted the AQMP attainment demonstration modeling. Thus, this comparison demonstrates that the Project would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The Project would result in less than significant impacts with respect to CO hotspots.

Health Effects

Potential health effects from exposure to CO include fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain, and at extremely high levels, asphyxiation. Short-term exposures to NO_2 can potentially lead to respiratory symptoms (such as coughing, wheezing or difficulty breathing), and at extreme levels result in hospitalization. Short-term exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and

[102] SCAQMD 2003, South Coast Air Quality Management District, 2003 Air Quality Management Plan, Appendix V: Modeling and Attainment Demonstrations, (2003) V-4-24, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf. Accessed February 2019.

[103] The eight-hour average is based on a 0.7 persistence factor, as recommended by the SCAQMD.

[104] Feh r & Peers, Transportation Impact Assessment 2020.

chronic obstructive pulmonary disease while short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, and asthma attacks. The primary health concern with exposure to VOC emissions is the secondary formation of ozone. Additional information on potential health effects are discussed in Section 4.2.2.1 above.

NAAQS and CAAQS for these pollutants are widely recognized as adequately health protective. For example, OSHA has established the permissible level for daily employee exposure to CO at 50 ppm 8-hour average, while the USEPA has established an ambient standard of 9 ppm 8-hour average, not to be exceeded once per year. Clearly the NAAQS is highly conservative as compared to OSHA's health protective standard.

The localized effects of on-site Project emissions on nearby receptors were also evaluated and found to be less than significant. As shown in Table 4.2-10 and Table 4.2-11, Project-related construction and operational emissions would not exceed the LSTs, and therefore, no local exceedances of the ambient air quality standards would occur. As the LST are emission-based thresholds that provide Project-level estimates of criteria air pollutant quantities that air basins can accommodate without affecting the attainment dates for the AAQS, the localized emissions are below the health-protective ambient concentration thresholds. Therefore, off-site receptors would not be exposed to NO_2, CO, PM10, or PM2.5 levels in excess of the health-based ambient air quality standards.

Toxic Air Contaminants

Construction Impacts

The resulting health risk calculations were performed using a spreadsheet tool consistent with the OEHHA guidance. The spreadsheet tool incorporates the algorithms, equations, and a variable described above as well as in the OEHHA Guidance, and incorporates the results of the AERMOD dispersion model. **Table 4.2-12,** *Unmitigated Maximum Health Impacts for Off-Site Sensitive Receptors* below summarize the carcinogenic chronic risk for the maximum impacted sensitive receptors.

TABLE 4.2-12
UNMITIGATED MAXIMUM HEALTH IMPACTS FOR OFF-SITE SENSITIVE RECEPTORS

Construction Plan A	Maximum Cancer Risk (# in 1 million)	Chronic Hazard Index
Receptor Type		
Residential	8	0.01
Maximum Individual Cancer Risk Threshold	10.0	1.0
Exceeds Threshold?	No	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix B.

For carcinogenic exposures, the cancer risk from DPM emissions from construction is estimated to result in a maximum carcinogenic risk at the residential use on the southeast corner of California and 2nd Street, just to the north of The Huntley Hotel, as shown in **Figure 4.2-4**, *Maximum Residential Risk*. As discussed previously, the lifetime exposure under the OEHHA Guidance takes into account early life (infant and children) exposure.

The calculated cancer risk is estimated for outdoor exposure and assumes that sensitive receptors (residential uses) would not have any mitigation such as mechanical filtration and that residential uses would have continuously open windows. As the maximum impact would be less than the risk threshold of 10.0 in one million, impacts would be less than significant. Potential non-cancer effects of chronic (i.e., long term) DPM exposures were evaluated using the Hazard Index approach as described in the OEHHA Guidance. A hazard index equal to or greater than 1.0 represents a significant chronic health hazard. The Project does not exceed the hazard index threshold of 1 and therefore the Project's chronic risk impact would be less than significant.

Operational Impacts

The SCAQMD recommends that operational health risk assessments be conducted for substantial sources of operational DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[105]

Project operations would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks and occasional maintenance activities that would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units (TRUs). Furthermore, Project trucks are required to comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce PM and NO_X emissions from existing diesel trucks. Therefore, the Project operations would not be considered a substantial source of diesel particulates.

In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and the maintenance and testing of the Tier 4, diesel-fueled emergency generator. Area sources that would generate TAC emissions include consumer products associated with re-applying architectural coatings and cleaning building surfaces. The emergency generator would be subject to SCAQMD's Rule 1470. Each emergency generator would have a maximum of 50 operational hours per year for maintenance and testing activities, thus resulting in minimal DPM emissions.

With respect to the use of consumer products and architectural coatings, the residential and commercial uses associated with the Project would be expected to generate minimal emissions from these sources. The Project's land uses would not include installation of industrial-sized paint booths or require extensive use of commercial or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any substantial amounts in conjunction with Project operation. Based on the expected hotel, residential, and retail/restaurant uses on the Project

[105] SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. Accessed September 2018.

Site, potential long-term operational impacts associated with the release of TACs would be minimal, regulated, and controlled, and would not be expected to exceed the SCAQMD significance threshold. Therefore, impacts would be less than significant. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The Project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). Therefore, the Project is not expected to release substantial amounts of TACs, and less than significant impacts on human health would occur.

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

Impact Statement AQ-4: *The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

Construction

As shown in Table 4.2-8, construction emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2). Additionally, construction activities for the Project would not result in any other emissions such as those leading to odors. The use of petroleum and other construction materials could result in odors, Therefore, construction activities would result in less than significant impacts with respect to other emissions.

Operational

As previously shown in Table 4.2-9, operational emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2). Additionally, land uses proposed for the Project would not result in any other emissions such as those leading to odors. All trash receptacles would be enclosed and properly managed with proper housekeeping practices, thus minimizing odor effects. Therefore, operation of the Project would result in less than significant impacts with respect to other emissions.

4.2.4.5 Cumulative Impacts

Cumulative impacts with respect to air quality are discussed under AQ-2 above.

Figure 4.2-4 Maximum Residential Risk

4.2.5 Mitigation Measures

DCP Mitigation Measures

While DCP MM AQ-2, which is designed to reduce emissions during construction, would be applicable to the Project, the Project would implement PDF-AIR-1, which is Site-specific and goes beyond what is specified in DCP MM AQ-2. While not directly related to the CEQA analysis, the Project would comply with DCP MM AQ-5b, which would provide interior air quality protection through the use of particulate filters in HVAC control systems for sensitive land uses (for the Project this is the residential uses) within 100 feet of an intersection operating or projected to operation at LOS E or F.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are required.

4.2.6 Level of Significance After Mitigation

With adherence to applicable regulations and implementation of the PDFs pertaining to air quality, the Project would result in less than significant air quality impacts.

4.3 Biological Resources

4.3.1 Introduction

This section evaluates the potential impacts of construction and operation of the Project on biological resources. Due to the urbanized character of the Project area, the analysis of biological resources is focused on potential impacts to largely non-native vegetation, including street trees within the public right-of-way and a City-landmarked Moreton Bay Fig Tree located on the Project Site. The analysis in this section is based largely on a tree survey completed by Fuscoe Engineering in April 2019 (Tree Survey), a Street Tree Memorandum by Gustafson, Guthrie, and Nicol (GGN) as well as a technical report assessing the Project's potential impacts on the Moreton Bay Fig Tree, entitled *Moreton Bay Fig Tree Protection, Preservation, and Maintenance Program* (Tree Protection Plan), prepared by BrightView dated February 26, 2018. In addition, BrightView evaluated potential shade/shadow effects based on a Shade/Shadow Study prepared by Pelli Clark Pelli Architects and GGN (Shade/Shadow Study). BrightView also considered effects that could result from changes in the tree's wind environment (Wind Evaluation), based on a wind study prepared by Rowan Williams Davies & Irwin Inc. (RWDI). The Tree Survey and Street Tree Memorandum are provided in Appendix C-1, the Tree Protection Plan is provided in Appendix C-2, and the Shade/Shadow Study and Wind Evaluation are provided in Appendix C-3 of this EIR.

4.3.2 Environmental Setting

4.3.2.1 Existing Conditions

On-Site Landscaping

The Project Site consists of two parcels, the Hotel Parcel and the Second Street Parcel. The Hotel Parcel is located on the city block bound by Ocean Avenue, California Avenue, 2nd Street, and Wilshire Boulevard. The Second Street Parcel is located across 2nd Street from the Hotel Parcel and is bound by 2nd Street, a 17-story hotel, 2nd Court, and a 2-story brick office building.

The Hotel Parcel includes ornamental landscaping and mature trees throughout and along the perimeter of the Parcel. Interior landscaping on the Hotel Parcel is more concentrated north of the existing Ocean Tower, in the area surrounding the existing one- and two-story bungalows and the pool, than on other portions of the Hotel Parcel. The City-landmarked Moreton Bay Fig Tree is located in the central portion of the Hotel Parcel, in the corner created by the convergence of the existing Ocean Tower and Administration Building. The paved driveway accessed via Wilshire Boulevard currently encircles the base of the Moreton Bay Fig Tree. The portion of the Hotel Parcel fronting Wilshire Boulevard consists of two surface parking lots and less landscaping.

The Tree Survey (see Appendix C-1) identified 37 street trees adjacent to the Hotel Parcel that are located within City right-of-way. These trees are considered public trees or street trees under Section 7.40 of the City of Santa Monica Municipal Code and Urban Forest Master Plan (UFMP)

because of their location in the public right-of-way. These street trees vary in trunk diameter, height, and species. The street trees around the Hotel Parcel consist of the following:

- **2nd Street:** four Indian laurel fig; five Mexican fan palm; two carrotwood. All of these trees are in good health;
- **California Avenue:** five Canary Island date palm (all in poor or fair health); two Italian Stone Pine (both in good health);
- **Ocean Avenue:** five Canary Island date palm (all in poor or fair health); four Guadalupe palm (one dead, three in good health); two Blue Hesper Palm (both in good health); one Torrey Pine (good health); one Fox tail palm (good health); and,
- **Wilshire Boulevard:** five Mexican fan palm (all in good health); one California fan palm (good health).

No trees native to the southern California's coastal plain are located on the Project Site. The Canary Island date palms along Ocean and California Avenues date from the mid-1920s. Although the individual Canary Island date palms are not considered historically significant, they were found to "heighten the verdant landscape character of mature plantings and large shrubs" on the Hotel Parcel, which was designated a historic landmark by the City on April 22, 2013.[1] As discussed in detail below, the on-site Moreton Bay Fig Tree is a Landmark Tree. For a detailed discussion of the historic significance of the on-site tree, please refer to Section 4.5, Historical Resources, of this EIR.

The Second Street Parcel is paved with a surface parking lot and contains no landscaping or trees. However, street trees are located along 2nd Street and are Indian laurel fig.[2] The street trees adjacent to the Second Street Parcel are in good health.

Moreton Bay Fig Tree

Moreton Bay fig trees are native to east Australia. An evergreen tree with thick, leathery, leaves that can reach heights of 200 feet, its trunk can be massive, with thick, prominent buttressing roots, and can reach a diameter of 8 feet. The trees' rough bark is grey-brown. Several large specimens of this tree can be found in Los Angeles, Santa Barbara, Santa Paula, San Diego, and other California communities, where, due to their age and distinctive characteristics they are often protected and subject to tree preservation policies.

The on-site Moreton Bay Fig Tree was planted prior to 1900 (dates vary between 1879–1899) by Senator John P. Jones' second wife, Georgina Frances Sullivan, and is known as one of the earliest tree plantings in the City. The Moreton Bay Fig Tree was designated a Landmark Tree by the City Landmarks Commission on August 17, 1976, per Landmarks Commission Case No. LC-03-007. The Landmark Tree designation incorporates the tree itself and a 50-foot radius from the

1 City of Santa Monica Landmarks Commission, Amended Designation of Certain Improvements Located at 101 Wilshire Boulevard (Miramar Hotel) As City Landmarks and the Real Property Located at 101 Wilshire Boulevard as a Landmark Parcel. April 22, 2013.

2 Data obtained from City open data website: https://data.smgov.net/Public-Assets/Trees-Inventory/w8ue-6cnd, accessed May 28, 2019.

center of the tree trunk (100 feet in diameter). In addition to being a Landmark Tree, the Moreton Bay Fig Tree is the primary landscape feature on the City-landmarked Hotel Parcel. The existing paved driveway accessed via Wilshire Boulevard currently encircles the base of the Moreton Bay Fig Tree, within the 50-foot radius established by the Landmarks Commission.

Prior to 2006, the Moreton Bay Fig Tree was experiencing uneven growth in the tree's crown resulting from the lack of a routine maintenance program by the previous owner of the Hotel Parcel. A great deal of over pruning had taken place in the past and the tree had been "lion-tailed" severely (i.e., intermediate side stems pruned off of branches leaving large clusters of foliage at the terminal ends). This practice of removing all of the interior branches forced the tree to produce new foliage and the extreme branch ends. This resulted in excessive branch weight out at the ends of the branches, which required installation of support cables as a means of preventing limb failure that could severely affect the tree's health and could create a public safety issue. Many of the tree branches were touching the existing buildings and abrasions and rub scars existed, which indicated that these branches had been striking the building and posed a potential risk for property damage.

As a result of these observations, ValleyCrest Landscape Development developed a Tree Preservation Program that provided recommendations to restore and ensure the long-term health of the Moreton Bay Fig Tree.[3] The Tree Preservation Program, which was approved by the City in 2008, considered the public safety of guests who pass beneath the tree and the potential for limbs to strike existing buildings.

The restorative pruning program was implemented to address the uneven growth in the tree's crown and other issues identified in the Tree Preservation Program. The actions taken involved pruning and other structural improvements that have been systematically implemented over a period of several years. Phase I of the Tree Work Plan was completed in fall of 2008. Phase 2 of the Tree Work Plan was completed in March 2010. Phase 3 of the Tree Work Plan was completed in March of 2011.

The remedial actions taken in accordance with the work plan have resulted in the elimination of all of the health concerns outlined in the initial 2007 inspection while further improving the health and vigor of the tree. Based on the most recent arborist inspections, which was conducted on November 14, 2017, the tree is described as being in overall excellent condition.[4] The color and vigor is optimal. There are no structural issues that require immediate attention. No negative effects are resulting from the ongoing landscape management practices and the hardscape surrounding the tree is appropriately installed and maintained.

[3] ValleyCrest Landscape Development merged with The Brickman Group, creating the BrightView Companies.

[4] The review was performed by Kerry Norman of Arbor Essence, an independent ISA Certified Master Arborist and Registered Consulting Arborist. Please see Appendices 3 and 4 of the Moreton Bay Fig Tree Protection, Preservation and maintenance Program, which is provided in Appendix C-2 of this EIR.

BrightView's Arborists visit the Project Site each year in conjunction with routine and seasonal management practices have been implemented for the ongoing care and protection of the tree, which include:

- Weekly management of irrigation;
- Monthly observation and reporting of any structural issues;
- Minimization of under-story planting;
- Hardscape placement to minimize impact to the root zone;
- Inspection of the tree for any pest, disease, or nutritional needs and implementation of remediation practices as required; and
- Written reports prepared and submitted to owner as needed.

4.3.3 Regulatory Framework

4.3.3.1 Federal

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S. Code [USC] §§703–711) includes provisions for the protection of migratory birds, including the non-permitted take of migratory birds, under the authority of the USFWS and CDFW. The MBTA makes it unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill migratory birds, and prohibits the removal of nests occupied by migratory birds. Over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many common species are protected under the MBTA.

In practice, federal permits potentially impacting migratory birds typically have conditions that require pre-disturbance surveys for nesting birds, and, in the event nesting is observed, a buffer area with a specified radius must be established within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. Activities that would require such a permit would include, but not be limited to, the destruction of migratory bird nesting habitat during the nesting season when eggs or young are likely to be present. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a qualified biologist.

4.3.3.2 State

State of California Fish and Game Code (Sections 3503, 3503.5, and 3800) Migratory Bird Protection

Sections 3503, 3503.5, and 3800 of the California Department of Fish and Game (CDFG) Code prohibit the take or possession of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered a "take." Such a take would also violate federal law protecting migratory birds. Incidental Take Permits (i.e., Management Agreements) are required from the CDFW for projects

that may result in the incidental take of species listed by California as endangered, threatened, or candidate species. The permits require that impacts to protected species be minimized to the extent possible and mitigated to a level of insignificance.

4.3.3.3 Local

Santa Monica Downtown Community Plan

The Downtown Community Plan (DCP) was adopted in July 2017 and provides guiding principles to shape the vision for the continued evolution of the City's Downtown. The DCP, which addresses the public and private realm, provides overarching principles for the future of the Downtown that are implemented through goals, policies and actions. Chapter 2D addresses Pathways and Public Spaces (PPS) and contains the following applicable goal and policy that addresses biological resources:

DCP Goal PPS 3: Downtown's public space network serves to improve ecological health and the environmental sustainability of the area.

Policy PPS3.1: Provide well-considered landscaping as part of the public space network.

The City's General Plan Land Use and Circulation Element (LUCE)

The City's General Plan Land Use and Circulation Element (LUCE), which was adopted in July 2010, recognizes that "Increasing the amount of green space in the City has multiple benefits—it provides greater access to recreational facilities, increases carbon sequestration and moderates heat gain." The LUCE seeks to preserve and protect the existing tree canopy in the City, as well as to add a significant number of street trees throughout the City. In a similar manner, the LUCE recognizes that a healthy urban forest is a critical part of the overall strategy to provide complete neighborhoods throughout the City. The LUCE includes the following policies that address biological resources in the City, namely the City's urban forest:

LUCE Goal LU20: Promote the Urban Forest – Maintain a citywide pattern of street trees to reduce greenhouse gases (GHG) and heat gain, provide biodiversity, and provide shade to create a comfortable pedestrian environment.

Policy LU20.1: Continuous Tree Canopy. Continue to enhance the tree canopy and coverage throughout the community by coordinated tree planting according to the *Urban Forest Master Plan*.

Policy LU20.2: Other Street Landscaping. Provide street landscaping and streetscape features to enhance the public realm throughout the city. Increase landscaping in medians, parkways, and residual areas resulting from changes to parking or traffic patterns.

Policy LU20.3: Maintaining the Urban Forest. Encourage adjacent private properties to contribute to the urban forest environment through on-site plantings and street tree care and maintenance.

Goal T8: Provide a beautiful and attractive pedestrian environment throughout the City.

Goal CE1: Expand the amount, quality, diversity and inter-connectivity of parks, open spaces, and recreational facilities through the City.

Policy CE1.6: Continue to enhance the tree canopy and coverage through the coordinated citywide tree planting *Urban Forest Master Plan*.

Policy CE1.7: Strive for a geographic distribution of parks, open spaces and recreational facilities throughout the City such that most residents are within walking distance of a park or recreational area.

Policy CE1.14: Manage sensitive and special status wildlife habitat in Santa Monica's open space such as Monarch Butterfly roosting or protected migratory bird and raptor nesting sites, and protect these resources during active roosting, nesting or other crucial periods. The City shall protect Monarch Butterfly habitat located on City-owned property.

Policy CE2.1: Utilize streets as public spaces by improving them with landscaping, particularly shade trees, pedestrian facilities, and other enhancements to create a system of green connections throughout the City.

Policy CE2.6: Increase the number and diversity of trees in the community forest particularly in areas that have low tree canopy coverage.

Santa Monica General Plan Open Space Element

The Open Space Element (1997) establishes a long-range vision for the future development of parks and open spaces, including biological resource value, through the following objective and policies:

Objective 8: Heighten the sense of nature in the City.

Policy 8.1: Maintain and expand the community forest.

Policy 8.2: Develop a "freeway forest" (i.e., installing trees within freeway embankments and right-of-ways).

Policy 8.3: Promote biodiversity in and expand city gardens.

Policy 8.4: Develop new community gardens.

Policy 8.5: Introduce water in city open spaces.

Santa Monica General Plan Conservation Element

The City's General Plan Conservation Element, which was adopted by the City in 1975, provides policies that focus on four areas of primary concern related to the management of the City's natural resources: (1) Beach; (2) Water; (3) Land; and (4) Air. The General Plan Conservation Element identifies the specific policy below related to the removal of City trees:

Policy 23: The City shall maintain its policy of replacing trees whenever it becomes necessary and of not permitting the removal of any city trees still living and in a healthy condition.

Santa Monica Urban Forest Master Plan

The City's Urban Forest Master Plan (UFMP), revised 2017, guides the perpetuation and management of Santa Monica's urban forest. Specifically, the UFMP seeks to increase age and species diversity in the public tree population, augment biomass and canopy coverage citywide, enhance the character and aesthetics of City neighborhoods and achieve exemplary stewardship of the forest. The UFMP is based on a citywide tree survey conducted in 2010 that identified public trees throughout the City. The UFMP establishes guiding principles and associated goals that result in specific strategies for ensuring that there is wide-ranging community stewardship and best management practices for the care of the City's urban forest. The UFMP seeks to increase age and species diversity in the public tree population, augment biomass and canopy coverage citywide, enhance the character and aesthetics of the City's neighborhoods and achieve exemplary stewardship of the forest.

The UFMP includes Appendix 1: Tree Care Guidelines that ensure ongoing care and management of public trees. Specifically, the UFMP seeks to prevent damage to public trees during construction activities by requiring construction contractors to establish a Tree Protection Zone (TPZ) around public trees prior to the commencement of construction activities. Typically, a TPZ encompasses the canopy plus an additional radial width of ten feet. If encroachment of the established TPZ is required during construction, protection practices are required to prevent damage to the tree. The UFMP encourages the City to incorporate existing healthy trees in the design of City public improvement projects wherever consistent with the project's design objectives and after a community design process where proposed tree relocations and removals are identified. Where tree removal is included as part of the proposed design, the UFMP states that the City shall provide incentives for relocation of trees that have good survival prospects. In addition, tree replacement is required for the removal of some street trees based on a valuation methodology, which considers the tree size, species, condition, and location.

Additionally, the UFMP includes a Street Trees Designation List that identifies the species of street tree that are appropriate for each of Santa Monica' public streets. **Table 4.3-1**, *Designated Street Trees Within Project Site Vicinity*, provides the primary and secondary trees for the streets surrounding the Project Site.

TABLE 4.3-1
DESIGNATED STREET TREES WITHIN PROJECT SITE VICINITY

Street	From	To	Primary Species	Secondary Species
Ocean Avenue	North City Limit	Colorado Ave	Hesper Palm (Brahea Brandegeei)	Date Palm (Phoenix Dactylifera)
Wilshire Boulevard	Ocean Ave	Centinela Ave	Mexican fan palm (Washingtonia Robusta)	Washingtonia Hybrid
California Avenue	Ocean Ave	7th St	Italian Stone Pine (Pinus Pinea)	Apple Gum (Angophora Costata)
2nd Street	California Ave	Wilshire Blvd	Yellowwood (Afrocarpus Falcatus)	Black Peppermint (Eucalyptus Nicolii)

SOURCE: City of Santa Monica, Street Tree Designations List, UFMP, Revised 2017.

Santa Monica Municipal Code Section 7.40 - Tree Code

Santa Monica Municipal Code (SMMC) Section 7.40 establishes the City's Tree Code, which is intended to protect trees on public property. Section 7. 40.110 of the SMMC requires a permit prior to removal, trimming, or any other interference with any tree, shrub, or plant upon any public street or public place of the City. This permit must be obtained from the Director of Recreation and parks or the Director of General Services, and requires the in-kind replacement of a tree, shrub, or plant for each removed on City property. In addition, Section 7.40.160 requires the protection of any tree, shrub, or plant on any street, sidewalk, parkway, alley or other public property within the City in the vicinity of such building or structure during construction activities.

Santa Monica Municipal Code Chapter 9.36 Landmarks and Historic Districts (Landmark Trees)

As part of promoting the conservation of the Community Forest, trees that possess exceptional characteristics may be designated by the Landmarks Commission as a Landmark Tree. These trees are typically protected from removal unless they become diseased or pose a threat to public safety. There are four trees in the City of Santa Monica that are designated by the City as Landmark trees, including the Landmark Moreton Bay Fig Tree located on the Hotel Parcel of the Project Site.

4.3.4 Environmental Impacts

4.3.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Appendix G questions for biological resources indicate that a project would have a significant impact if the project would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or USFWS?

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Non-Applicable Checklist Questions:

The questions from Appendix G of the CEQA Guidelines associated with biological resources listed above were considered in the Initial Study prepared for the Project, included in Appendix A-2, of this EIR. Based on the analysis in the Initial Study, it was determined that no impacts or less than significant impacts would occur for the topics listed below. Therefore, no further analysis of these topics is provided in the EIR.

(a) (*Sensitive Species*): The Project Site is fully developed and is located in a highly urbanized area in the City. No special status/sensitive species occur on the Project Site or in the surrounding area.

(b) (*Sensitive Natural Community*): The Project Site and surrounding area do not contain any streams, creeks, lakes, vernal pools, marshes, or other water bodies and no riparian habitat or other sensitive natural community exists on the Project Site or in the surrounding area.

(c) (*Wetlands*): The Project Site is developed and is located in an urban area. There are no wetlands in the area or on the Project Site.

(f) (*Habitat Conservation Plan*): The Project Site and surrounding area are devoid of any documented significant habitat per local, state, and federal conservation plans. Thus, the Project would not conflict with any conservation plan.

Based on the above, impacts regarding biological resources would be significant if the Project would:

BIO-1: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

BIO-2: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Methodology

This analysis evaluates the potential impacts of construction and operation of the Project on biological resources in the Project vicinity, including street trees, on-site trees and vegetation, including the City-landmarked Moreton Bay Fig Tree, as well as potential impacts to migratory birds which may utilize existing trees and vegetation on and around the Project Site. The location and species of trees located in the public right-of-way are based on the Tree Survey (Appendix C-1) and the analysis of potential Project impacts to the City-landmarked Moreton Bay Fig Tree is based, on the Tree Protection Plan (Appendix C-2). In addition, BrightView provided an analysis of potential shade/shadow effects based on a Shade/Shadow Study prepared by Pelli Clark Pelli Architects and Gustafson, Guthrie, and Nichol. BrightView also evaluated effects that could result from changes in the tree's wind environment (Wind Evaluation), based on a Pedestrian

Wind Study prepared by RWDI. (See Appendix C-3 for the Shade/Shadow Study and Wind Evaluation).

4.3.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The following mitigation measure regarding biological resources from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR is applicable to the Project:

> **DCP MM BIO-1: Nesting and Roosting Sites.** To prevent impacts to nesting or roosting birds through loss or damage of mature trees, the City shall require that applicants of new development projects within Downtown comply with the following:
>
> 1. Where suitable vegetation and structures for nesting birds and bats occur within 500 feet of project construction activities, all phases of project construction shall avoid the general nesting season (February 15 through August 31).
> 2. If construction cannot avoid the general nesting season, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds and/or bats. The survey shall be conducted within 72 hours prior to commencement of vegetation removal.
> 3. If any nesting birds are present within or immediately adjacent to the construction area, the following shall be required: A qualified biologist shall be retained by the Applicant to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active nests, including the enforcement of an avoidance buffer of 25 to 500 feet, depending on the sensitivity of the species identified, as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.
> 4. If federal or state protected species are observed during the site survey, consultation shall be completed with the USFWS and CDFW to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure protected bird species are not affected.

4.3.4.3 Project Characteristics

With the exception of the City-landmarked Moreton Bay Fig Tree and the trees adjacent to the outside perimeter of the Palisades Building, all existing on-site vegetation would be removed during Project construction. As described in Chapter 2, Project Description, of this EIR, drought tolerant landscaping would be planted throughout the Hotel Parcel to restore the historical garden identity attributed to the property. The landscape plan would feature the Moreton Bay Fig Tree with the Miramar Gardens in the shape of a partial ellipse leading to the tree. The Miramar Gardens would include terraced gardens stepping down to the publicly-accessible garden space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). In addition, the Project would also include the Palisades Gardens, a formal garden that reintroduces the historic entry to the Palisades Building and responds to the rhythm and hierarchy of the historic Palisades Building façade. Mature planting, trees and low-scale hedges would be planted

in the areas around the Second Street Entry Court to accent the Ocean Building's architecture, screen the garage circulation ramps, and to emphasize the pedestrian pathways on each side of the Second Street Entry Court that would provide pedestrian access from Second Street into and through the Hotel Parcel.

All of the existing street trees on California Avenue and Wilshire Boulevard would remain. One street tree on 2nd Street and one street tree on Ocean Avenue (which is diseased) would be required to be removed as part of the Project (if they have not already been removed by the City) to allow for access to the Hotel Parcel. The final number of trees required as restitution would be determined by the City based on size, health, and condition of the two street trees at the time they are proposed for removal. The Applicant's planting of new/replacement trees adjacent to the Hotel Parcel would be counted toward the restitution for the removal of the two street trees. All street trees to remain would be protected during Project construction in accordance with the provisions of SMMC Section 7.40 and the City's UFMP.

The *Moreton Bay Tree Protection, Preservation and Maintenance Program* builds on the restoration efforts, summarizes the ongoing maintenance of the tree, and provides an evaluation of the Project relative to the preservation of the landmark tree. The recommended action items in Section 7 and Section 8 of the Tree Protection would be included as conditions of approval in the Development Agreement negotiated with the City, and the Tree Protection Plan is incorporated as a Project Design Feature (PDF BIO-1), as presented in the subsection below. The Tree Protection Plan addresses training, procedural requirements, and monitoring for compliance in order to ensure that the tree is protected during construction. Recommended actions include a Tree Protection Training Program that would be mandatory for all personnel that would be on the Hotel Parcel during construction. The Tree Protection Training Program would consist of a series of training sessions conducted by the Project Arborists and would cover work limits around the tree; minimum protective systems required at the limits and within the drip line; and protocol for scheduling and advance notification to the Arborist prior to any work in or near the drip line. The Arborist would have authority to stop construction that may damage the tree, defeat the protective systems, or violate allowable work in or near the drip line.

In addition, a TPZ would be established around the tree at the extent of the tree's drip line during construction. Shoring tie-backs that would be installed during construction would be directionally drilled starting at an elevation that is eight feet below the surface grade and angled downward at approximately 25 degrees below horizontal in order to avoid all active areas of the root system. At all areas of temporary below grade shoring adjacent to the tree, internal braces would be used in lieu of tie-backs under the tree to avoid damage to the roots or undermining the soil. Drill rigs used to install below grade shoring system would be held out of the tree protection zone.

The Project would result in the removal of the circular driveway pavement surrounding the tree and the installation of a raised deck platform with a continuous bench encircling the heritage tree. The recommended actions include root pruning protocol that would be followed to ensure protection of the tree's root system. While no underground utilities would occur within proximity of the root system, any landscape utilities, such as irrigation sprinklers, site lighting, or other similar items installed within the root zone would be routed in the least invasive location and

hand dug and backfilled as approved by the Project Arborist or Landscape Architect. Dust control measures, such as periodic washing from the foliage of the tree, would be implemented to protect the tree from such indirect impacts.

The deck that would be installed around the tree would be supported by micro-piles that would serve to protect the exposed roots without requiring additional soil or paving to raise the grade around the tree. A proposed pedestrian pathway would be installed outside the tree's drip line. Benches, signage or other landscape features would be included to deter people from climbing on the roots of the tree.

The Tree Protection Plan also includes a monitoring component. During construction, periodic inspections would be conducted to monitor soil moisture level and to determine if construction work has resulted in detrimental stress to the tree. Written recommendations, as needed, regarding watering, supplemental mulching, supplemental pruning, pest, or disease control, would be provided following inspections.

Following construction of the Project, the ongoing long-term management plan for the tree would continue to be implemented. An annual review by an ISA Certified Arborist would be conducted to update any additional practices that should be implemented. All Arborist's reports, before, during and after construction would be submitted to the City for review upon request.

With regard to street trees, the existing curb cuts along Wilshire Boulevard would be closed and two new street trees would be planted. In addition, the sidewalk on the west side of 2nd Street would be replaced adjacent to the Hotel Parcel. The Applicant would coordinate with City staff to ensure that the replacement sidewalk design would accommodate future root growth for the existing street trees. Replacement trees based on the City's valuation methodology would be planted in locations approved by the City to replace two street trees, one on Ocean Avenue (which has Fuserium wilt disease) and one on 2nd Street, that would be removed to accommodate vehicular access. Streets trees to remain adjacent to the Hotel Parcel and the Second Street Parcel would be protected during construction in accordance with the City's requirements.

Landscaping for the 100% Affordable Housing building on the Second Street Parcel would comply with SMMC Chapter 9.26 and would be subject to review and approval by the City's Architectural Review Board.

Project Design Feature

As discussed above, the Applicant has developed a draft Tree Protection Plan, as presented in Chapter 7 of the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program*, prepared by BrightView Tree Company, which is provided in Appendix C-2 of this EIR and incorporated as Attachment A of the Preservation Plan in Appendix D-1 of this EIR. While the draft Tree Protection Plan will be subject to final City Staff review and approval, the purpose, components and performance standards of the Tree Protection Plan are formally incorporated into the Project as set forth in the Project Design Feature (PDF) presented below.

PDF BIO-1: Moreton Bay Fig Tree Protection Plan. To support a commitment by the Applicant to feature the Moreton Bay Fig Tree as a key centerpiece of the Miramar Hotel property, to avoid impacts to the tree during redevelopment of the Project Site, and to continue to ensure the health and on-going maintenance of the tree and its status as a City-designated landmark into the future, a Tree Protection Plan shall be incorporated into the Project. As further detailed in Chapter 7 and Chapter 8 of the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program*, prepared by BrightView Tree Company, dated February 26, 2018, the Tree Protection Plan shall at a minimum incorporate performance standards and requirements for:

- Tree Protection Training Program for Construction Personnel
- Preservation and Protection Measures during Construction
- Construction Monitoring Program

Prior to approval of final Project design plans, the draft Tree Protection Plan shall be refined and submitted to City Staff for review and approval. Upon issuance of the Project's building permit, the Applicant shall identify or otherwise engage an Arborist, Landscape Architect, and general contractor, subject to City Staff approval of their respective credentials, to execute work in compliance with the final Tree Protection Plan. As appropriate, finalization and implementation of the Tree Protection Plan shall be coordinated with the Project's Preservation Plan. Furthermore, following Project construction, monitoring and maintenance of the tree shall continue pursuant to the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program.*

4.3.4.4 Project Impacts

BIO-1: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact Statement BIO-1: *Trees, shrubs, and ground cover on the Project Site have the potential to host nests and roosts of migratory birds, and as a result, Project construction could result in a potentially significant impact due to potential disturbance or destruction of their nests. However, implementation of DCP MM BIO-1 would ensure that potential impacts to migratory bird species would be less than significant.*

The City is located along the Pacific Flyway, a major north-south flyway for migratory bird species in North America. As a result, trees in the City can serve as host to migratory bird species during certain portion of the year. Migratory bird species that may nest in the City during winter months include the white-crowned sparrow (*Zonotrichia leucophrys*), yellow-rumped warbler (*Dendroica coronata*), and the ruby crowned kinglet (*Regulus calendula*).[5] Migratory bird species that may nest in the City during the spring and summer months include swallows such as

[5] City of Santa Monica Urban Forest Master Plan, Revised 2017, pg. 18.

the barn swallow (*Hirundo rustica*), the northern rough-winged swallow (*Stelgidopteryx serripennis*), and the hooded oriole (*Icterus cucullatus*).[6]

Trees, shrubs, and ground cover on the Project Site have the potential to support the nests of both songbird and raptor migratory bird species. Nesting activity for migratory species typically occurs from February 15 to August 31. Disturbing or destroying active nests is a violation of the MBTA. In addition, nests and eggs are protected under CDFG Code Section 3503. Because on-site vegetation could support the nests of migratory bird species, construction activity (including the removal of on-site vegetation) during the breeding season is considered a potentially significant impact as defined by the threshold above. However, DCP MM BIO-1 requires that where suitable vegetation and structures for nesting birds and bats occur within 500 feet of project construction activities, all phases of project construction shall avoid the general nesting season (February 15 through August 31). If construction were to occur during the nesting season, a qualified biologist shall conduct surveys for nests within 72 hours prior to commencement of vegetation removal. Should nests be identified, a buffer of at least 25 to 500 feet, as determined by a qualified biologist, shall be established around the nest and construction activities would be avoided in this buffer area until the nesting cycle is completed. If federal or state protected species are observed during the site survey, consultation with applicable agencies would be required. Therefore, with implementation of DCP MM BIO-1, potential impacts to migratory bird species would be less than significant.

BIO-2: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Statement BIO-2: *While the Project would remove existing on-site vegetation, the City-landmarked Moreton Bay Fig Tree would be retained in place. The Project would require removal of street trees to provide vehicular access to the Hotel Parcel. During Project construction, implementation of the PDF BIO-1 and compliance with the City's Tree Code and the City's UFMP would prevent direct and indirect significant impacts from occurring to protected trees. With regard to Project operations, the long-term maintenance of the Moreton Bay Fig Tree would continue. Therefore, construction and operation of the Project would have a less than significant impact on protected trees.*

Construction Impacts

Moreton Bay Fig Tree

The primary forms of physical tree damage from demolition and construction activities are chips, gouges, cuts, and abrasions to the tree's trunk, surface roots, lower branches, and perimeter branch tips. These types of physical damage can be prevented by limiting physical contact with a tree. In addition to above-ground physical impacts, it is also important to consider that the condition of a tree's rhizosphere (i.e., the upper layers of soil where a tree's roots take in moisture and nutrients, exchange atmospheric gasses, and interact with symbiotic soil microorganisms) has

6 City of Santa Monica Urban Forest Master Plan, Revised 2017, pg. 18.

a notable effect on a tree's overall health. The rhizosphere typically extends out to a tree's drip line (i.e. the furthest reach of the tree's foliage). Impacts to the rhizosphere can be reduced by limiting construction activity within a tree's drip line. Thus, physical impacts to a tree and its rhizosphere can largely be limited be restricting activities within a tree's drip line. The Tree Protection Plan identified the following areas as having the greatest potential for environmental impacts during Project construction:

- Soil compaction from excessive foot traffic or the use of equipment within the drip line
- Overly wet soil resulting from nuisance water from various construction activities
- Overly dry soil resulting from cessation of normal irrigation operations during construction
- Contamination of the soil with common construction materials impacting soil chemistry or the symbiotic soil microorganisms
- Dust landing on foliage impacting air exchange and photosynthesis
- Dust landing on foliage having potential adverse chemical reactions with the leaves
- Fumes from construction equipment having adverse chemical reactions with the leaves

Recognizing these potential impacts, the Tree Protection Plan recommends action items that include training, procedural requirements, and monitoring that would be implemented during Project construction to ensure the health of the Moreton Bay Fig Tree. Overall, the fundamental basis of the Tree Protection Plan is the avoidance of any encroachment of the tree's drip line, whether above or below grade, through the provision of a TPZ around the tree. Typically, a TPZ encompasses the canopy plus an additional radial width of ten feet. Based on the Tree Protection Plan and previous monitoring, and the proximity of the existing basement wall, the tree drip line may be sufficient. The final limits of the TPZ would be established by a certified arborist and confirmed by the City's Urban Forester.

The TPZ would effectively eliminate most Project construction impacts related to soil compaction from excessive foot traffic or the use of equipment within the drip line. Where Project construction must encroach the TPZ (e.g., the removal of existing hardscapes currently encircling the tree), construction would follow the recommended action items to protect the rhizosphere, such as utilizing low ground pressure equipment or tracked mini-excavators reaching inward from outside the drip line provided there is sufficient clearance beneath the branches to operate the excavator's boom. Demolition and removal of hardscape beyond the reach of these pieces of equipment would be by hand with an air spade if necessary. In addition, if access within the drip line is necessary, the existing grade shall be covered with double, overlapping sheets of plywood and mulch to distribute the weight of the equipment and minimize compaction and rutting.

Potential Impacts to the Root System

Potential Construction Impacts to the Root System

The root zone of any tree will be influenced by its surrounding soil structure (relative compaction and pore space) and soil moisture content. The vicinity of the Moreton Bay Fig Tree exhibits typical urban conditions of compacted soil and a history of shallow surface watering. Under these

conditions, the root zone for the Moreton Bay Fig Tree has remained close to the surface as evidenced by the tree's root crown flare and buttress roots. Thus, the Tree Protection Plan concludes that the roots of the Moreton Bay Fig Tree would not likely be found deeper than four feet near the tree's drip line and only slightly deeper towards the trunk.

During preparation of the Tree Protection Plan, a walk-through inspection was performed in the vicinity of the Moreton Bay Fig Tree to make observations which would aid in mapping the expected extent of the tree's root system. Because the Moreton Bay Fig Tree has been growing on the Project Site in an area that has a driveway and is enclosed by the subterranean footings of the existing Ocean Tower and Administration Building on the north and east sides, the main portion of the tree's root system are concluded to be within the tree's drip line, west and south of the tree where the surface is more open and less constrained by hardscape. Some peripheral roots may extend out past the drip line. Given existing conditions, there is general consensus that the roots of the tree are likely no deeper than four feet near the tree's drip line and only slightly deeper closer to the trunk.

The Tree Protection Plan identified that the construction activity most likely to directly impact the root system would arise after the demolition of existing on-site buildings, when the contractor installs a shoring system to facilitate the construction of the basement areas and the subterranean parking garage. The shoring would be located 18-24 inches nearer to the tree than the below-grade walls of the proposed structures. The proposed basement and parking garage would provide a minimum clearance of 12 feet 2 inches to the tree's drip line on the eastern side of the tree at a minimum of 21 feet 3 inches to the tree's drip line on the other three sides.[7] Shoring tie-backs that would be installed during construction would be directionally drilled starting at an elevation that is eight feet below the surface grade and angled downward at approximately 25 degrees below horizontal in order to avoid all active areas of the root system.[8] At all areas of temporary below grade shoring adjacent to the tree, internal braces would be used in lieu of tie-backs under the tree to avoid damage to the roots or undermining the soil. Drill rigs used to install below grade shoring system would be held out of the tree protection zone.

The Tree Protection Plan provides root pruning protocol, which includes marking the footprint of construction activity in the vicinity of the drip line and the use of hand tools, air space or water techniques to expose all roots abutting demolition or construction work at the drip line. a photographic record would be made of all exposed roots. Exposed tree roots would be kept hydrated during the examination and then backfilled with a loosely packed organic planting mix that would favor root development. If root pruning is required, such pruning would be done incrementally over a period of time and no more than 25 percent of the roots abutting the drip line shall be pruned in any 60-day period. If root pruning is to be done at a later time, the location of the roots to be pruned in the future shall be marked and recorded prior to backfill so that additional exploration would not be required.

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7 It should be noted that the existing basement on the eastern side of the tree encroaches on the drip line in certain locations and there appears to be no impact to the tree's roots inside of the drip line and minimal impact outside the furthest edges of the drip line.

8 Tree Protection Plan, p. 19; based on a conversation with Morley Builders regarding construction feasibility.

The Tree Protection Plan recognizes that the roots of a Moreton Bay Fig Tree are highly tolerant of pruning activity as they are quick to regenerate additional roots when pruned. Overall, the impact to the root system from the construction of the Project is expected to be within the normal and acceptable range for a Moreton Bay Fig Tree and should have no material impact on its health and longevity. Over the last six years, the tree has undergone strategic crown pruning. The results of this work have been very successful and are now part of the ongoing long term management plan for the tree. Similar to canopy pruning, root pruning results in the development of new, smaller and more fibrous roots at the point of pruning. These smaller "feeder" roots ultimately increase the trees ability to absorb water and nutrients and thereby improve its health. As an example, new growth is apparent throughout the crown and the overall aesthetics of the tree have been improved dramatically. The underground roots of the tree are expected to respond in a similar favorable manner with respect to any pruning as they will quickly begin to regenerate new roots if pruning cuts are made in accordance with the recommendations of the Tree Protection Plan.

Based on a review of the Project drawings, no sizable new or upgraded underground utilities are planned that would encroach upon the Moreton Bay Fig Tree's TPZ. Irrigation sprinklers, site lighting, or other similar items installed within the drip line would be routed in the least invasive location as approved by the Project Arborist and the Project's landscape architect. As a result, Project construction in accordance with PDF BIO-1 would result in a less than significant direct impact to the roots of the Moreton Bay Fig Tree.

Potential Vibration Impacts to the Root System

Construction activities typically result in groundborne vibration in the vicinity of such activities. Trees typically respond to groundborne vibration by building what is referred to as reaction wood, which is the woody tissue the tree adds to gain additional girth. This is the concept behind the theory that young trees should not be staked or guyed so that their response to movement, such as wind, will encourage the development of a stronger trunk structure over time. This process is slow and typically occurs without people noticing. Based on the Tree Protection Plan, there would be no negative impact from construction vibration and there would be no visible signs, symptoms, or physical manifestations resulting from construction-induced vibration over the course of the construction schedule.[9] Therefore, Project construction would result in a less than significant indirect impact to the roots of the Moreton Bay Fig Tree.

Potential Impacts to the Canopy

Potential Direct Impacts to the Canopy

In general, the canopy of the Moreton Bay Fig Tree would remain intact as no Project buildings are proposed that would encroach upon the tree's existing canopy. Nonetheless, if root pruning is required to accommodate the below-grade shoring of the Project's proposed buildings, the Certified Arborist monitoring the root pruning activities may recommend that corresponding canopy reductions occur to maintain the health of the Moreton Bay Fig Tree. As with root

[9] There is no scientific evidence or information to suggest that ~~roots would~~ construction vibration would damage the roots of trees.

pruning, ficus species are tolerant of canopy reduction. Canopy reduction is a widely accepted means of reducing foliage, and therefore transpiration (i.e., the release of water vapor from the tree through the leaves is a function of the trees normal respiration). Reducing transpiration through pruning is a common practice used to off-set reductions in root mass that accompany the digging and transplanting of mature trees.

Strategic crown pruning of the Moreton Bay Fig Tree under the supervision of an ISA Certified Arborist was implemented to achieve crown restoration for improved safety and structural appearance of the tree. The results of the effort have been successful and are part of the ongoing long-term management for the tree. New growth is apparent throughout the crown and the tree's canopy is in healthier condition as a result of programmed pruning efforts. Thus, Project construction would not reduce the canopy of the Moreton Bay Fig Tree such that the health of the tree would be negatively impacted. Therefore, Project construction would result in a less than significant direct impact to the canopy of the Moreton Bay Fig Tree.

Potential Indirect Impacts to the Canopy

Fumes and dust resulting from Project construction could have adverse effects on the foliage of the Moreton Bay Fig Tree. For instance, exhaust fumes from construction equipment may cause adverse physical conditions for leaves, while the accumulation of dust has the potential to reduce air exchange and photosynthesis within the leaves, and may result in chemical reactions with the leaves. While Project construction is not anticipated to result in a meaningful accumulation of dust on the tree's foliage because standard dust control measures would be implemented (please refer to Section 4.2, *Air Quality*, of this Draft EIR), the Moreton Bay Fig Tree would be routinely inspected by a Certified Arborist during Project construction to determine the impact construction is having on the tree. The Tree Protection Plan requires that dust control measures are in place and there shall be periodic washing of accumulated dust from the foliage of the tree, as needed. As a result, even if construction dust were to accumulate on the tree's canopy, the implementation of the Tree Protection Plan's recommended action items, including the washing of foliage, would ensure that exhaust and dust resulting from Project construction would have a less than significant impact indirect impact on the canopy of Moreton Bay Fig Tree.

Street Trees

As discussed above, trees lining the perimeter of the Hotel Parcel are considered to be street trees by the City's Tree Code and UFMP because they are planted in the sidewalk or in the area between the sidewalks and roadway. In addition, street trees are planted in the sidewalk fronting the Second Street Parcel.

The Project would result in the removal of two street trees, one on Ocean Avenue and one on 2nd Street, to provide vehicular access to the Project Site.[10] Tree replacement for these two trees would be based on the City's valuation methodology and approval. In addition, seven of the street trees on Ocean Avenue are not the species identified in the UFMP for Ocean Avenue and would

[10] The street tree along Ocean Avenue tested positive for Fuserium Wilt disease and may be removed by the City due to its condition. In addition, the City would remove two other street trees since one is dead and one is diseased.

be transplanted by the City. The Applicant would plant the designated trees within the right-of-way. In addition, if approved by the City the parkway planter adjacent to the southern end of the Project Site would be extended. The Applicant would plant the designated species, with these new trees counting towards the replacement trees required for the removal of street trees based on the City's tree valuation methodology. With the removal of the existing curb cuts on Wilshire Boulevard, two new street trees would be planted. In addition, the Project would replace the existing sidewalk on the west side of 2nd Street adjacent to the Hotel Parcel. The Applicant would coordinate with City staff to ensure that the replacement sidewalk design would accommodate future root growth for the existing street trees. The replacement sidewalk with its improved root protection would serve to provide a better environment for the trees on the west side of 2nd Street.

The City's Tree Code requires that street trees be protected from harm during construction of a proposed project. Methods to protect street trees during Project construction are found in Appendix 1.4 of the UFMP. The primary method for protecting City street trees is the establishment of a TPZ around each street tree prior to the start of construction. A TPZ primarily consists of a perimeter barrier (e.g., fence) around a street tree and is required to be labeled with a sign on the fence stating "Tree Protection Zone – Keep Out". Appendix 1.4 also stipulates that contractors have a clear understanding of how to access the site during construction, where to locate construction trailers, install utility meters, how building materials should be delivered or stored and eventually how to make repairs to sidewalks, curbs and gutters. Moreover, Appendix 1.4 requires that street trees be shown on construction plans as part of the City infrastructure within the right-of-way that needs to be worked around.

Appendix 1.4 recognizes that circumstances sometimes require construction access within the TPZ. If construction is required to occur within the TPZ, Appendix 1.4 requires that existing grade be covered with double, overlapping sheets of one-inch-thick plywood, or eight-inches of wood mulch to help distribute the weight of smaller equipment and to minimize soil compaction and rutting. Plywood and/or mulch is not permitted to be used as bridging material for driving over exposed tree roots. The Urban Forester is required to review and approve access and driving surface prior to use. Appendix 1.4 also recognizes that Project utilities may cross the TPZ. Where utility conflicts would occur, trenchless construction methods are recommended. Excavations within the TPZ are required to be done either manually or with an air spade. No roots larger than two inches are allowed to be cut unless no other alternative is feasible. All smaller roots that require cutting shall be cut with pruning saws. Cuts are required to be made flush with the side of the trench. If at any time 25 percent of the area within the TPZ is to be separated from the tree by a trench, then the line is required to be either relocated or installed by boring. Where new driveways are planned, it is required that the edge of new driveways must be located at least ten feet away from the outside edge of the trunk of the street tree. Recognizing that construction can disrupt irrigation and the natural movement of water into the soil, Appendix 1.4 provides criteria for watering during Project construction.

Street tree replacement would occur for the removal of two street trees in accordance with the City requirements. In addition, adherence to the requirements and recommendations of the City's Tree Code and UFMP would ensure that the health and vigor of street trees to remain would be maintained during Project construction on both the Hotel Parcel and the Second Street Parcel.

Therefore, in light of City regulatory requirements, Project construction would result in a less than significant impact on street trees.

Operational Impacts

Moreton Bay Fig Tree

During and after construction, the Tree Protection Plan and associated maintenance would remain in place to ensure the long term care of the Moreton Bay Fig Tree. The following provides a discussion of potential operational impacts to the Tree.

Direct Impacts

Proposed Hardscapes

Since the implementation of the Tree Protection Plan, important improvements have been made in the landscape beneath the tree to improve the relationship between the tree's requirements and the general landscape. Currently there is strategic, yet non-intrusive, landscaping in place under the canopy and among the open areas of the root zone of the tree.

A benefit of the Project as proposed is the elimination of the existing impervious driveway pavement that encircles the Moreton Bay Fig Tree at the Hotel's porte cochere. The existing driveway currently covers a significant percentage of the ground area within the drip line and root zone of the Moreton Bay Fig Tree. The removal of this pavement would accomplish several substantial horticultural improvements for the tree's rhizosphere, including reducing compaction of the soil within the drip line, providing an extensive area for irrigation water infiltration, and providing for improved atmospheric gas exchange. The removal of the driveway would open up the soil and would improve root growth in the drip line area.

The Project proposes a raised deck platform with a continuous bench encircling the Moreton Bay Fig Tree. The deck would be supported by micro-piles in order to protect the exposed roots without requiring additional soil or paving to raise the grade around the tree. The raised deck would result in airspace below the deck that would allow water and nutrients to reach the tree's roots. The elevation and leveling of the walking surface around the tree would improve pedestrian access to the tree while deterring visitors from climbing upon the buttress roots or compacting the soil within the critical root zone. Signage would be included to deter people from climbing on the roots.

Therefore, the Project's proposed changes to hardscapes would result in a less than significant impact to the Moreton Bay Fig Tree, and may result in an overall beneficial effect with the removal of existing hardscapes.

New Drainage, Irrigation, Lighting, and Planting

The Project does not include major underground utilities to be installed within the protection area of the tree. If any landscape utilities, such as irrigation sprinklers, lighting, or other similar items were to be installed within the root zone of the tree, such utilities shall be routed in the least invasive locations. In addition, any trenching would be completed by hand and backfilled. Installation of any such utilities within the root zone of the tree, if it were to occur, would be done

in accordance with the Tree Protection Plan and would require approval of the Project arborist and the landscape architect to ensure protection of the Moreton Bay Fig Tree.

Ongoing Maintenance

Since the commencement of the restorative pruning program in 2007, the Moreton Bay Fig Tree has been continuously maintained by trained maintenance gardeners from BrightView. After the completion of construction, the program of landscape maintenance and the strategies to continuously work to improve the overall health, structure, and longevity of the tree would resume. An annual review by an ISA Certified Arborist of these practices would be done to update any additional practices that should be implemented. By providing continuing ongoing maintenance in accordance with the recommendations of a Certified Arborist, Project operations would ensure the continued health of the Moreton Bay Fig Tree and a less than significant impact would result.

Indirect Impacts

Shade/Shadow Impacts

The Moreton Bay Fig Tree requires adequate access to sunlight to maintain the optimal health of the tree. As a result, the introduction of new structures that shade the Moreton Bay Fig Tree may result in environmental impacts to the tree. The Tree Protection Plan evaluated the potential environmental impacts of shading from the Project's proposed buildings and concluded that the orientation of new structures and their relationship to the Moreton Bay Fig Tree is favorable. Specifically, upon completion of the Project, the Moreton Bay Fig Tree would still receive an adequate amount of afternoon sun based on the footprint of the new buildings. (See Section 4.1, Aesthetics, for figures illustrating the Project-generated shade/shadow.)

Given that the construction of the proposed on-site buildings would occur over time and the change in light levels would not be dramatic or sudden, the Tree Protection Plan concludes that for any areas that may be in long-term shade, the leaf drop would be minimal and gradual with some small number of highlight leaves falling off and being incrementally replaced over an extended period of time. By the time the proposed buildings are completed and the shade and shadow patterns set, the Moreton Bay Fig Tree should have made all necessary internal adaptation so as to show no visible sign of any negative impact. Therefore, the shadow pattern cast by the Project would result in a less than significant impact to the Moreton Bay Fig Tree.

Potential Wind Impacts

The Pedestrian Wind Study for the Project made measurements at selected locations next to the canopy of the Moreton Bay Fig Tree to characterize the wind speeds that would occur at the tree as a result of the Project compared to existing conditions.[11] The wind tests found that the Project would reduce the speed of northerly and north-easterly winds compared to those experienced on the Hotel Parcel under existing conditions. However, southwesterly winds would be increased at

[11] The Pedestrian Wind Study is discussed in Section 6.6, Wind Analysis, and the Study is provided in Appendix O of this EIR.

some locations. In general, with the Project the wind speeds would decrease at the Moreton Bay Fig Tree sensor locations in comparison to the existing condition.

In addition to the mean (50th percentile) speed wind speeds used for the pedestrian analysis, RWDI provided the wind test results for 95th percentile wind speeds, to characterize storm conditions. Based on the analysis, any potential wind speed changes caused by the Project, as evidenced by the wind test data provided by RWDI in the Pedestrian Wind Study, would present no concerns as to potential damage to the tree nor any impact to the health of the tree. The extensive tree restoration program that has been underway since 2007 has greatly improved the health and strength of the Moreton Bay Fig Tree. This program has selectively pruned the tree to reduce foliage density, reduce the tip weight of long branches, and adjusted all of the existing cable assemblies that had been previously installed. The restoration program allows air to flow more freely through the branches and foliage, thereby resulting in a reduction in the potential for wind damage. Due to the strength and health of the tree, BrightView concluded that the Project would not increase the likelihood of wind damage or adverse effects on the health of the tree.

Street Trees

As discussed above, replacement trees would be planted for the removal of two existing street trees. As discussed above, the remainder of the street trees would be protected during construction on the Hotel Parcel and the Second Street Parcel. The existing sidewalk on the west side of 2nd Street adjacent to the Hotel Parcel would be replaced. The applicant would coordinate with City staff to ensure that the replacement sidewalk design would accommodate future root growth for the existing street trees. The replacement sidewalk with its improved root protection would serve to provide a better environment for the trees on the west side of 2nd Street. In addition, street trees planted would be consistent with the designated species and would contribute to the transition of street trees that is occurring on the east side of Ocean Avenue. The extended parkway on Ocean Avenue, if approved by the City, would contribute to the City's urban forest canopy. Therefore, the operation of the Project would result in a less than significant impact to perimeter trees.

4.3.4.5 Cumulative Impacts

In an urban setting like Santa Monica, biological resources impacts are generally site-specific in nature (i.e., tree removal, etc.). Because of its developed nature, the Project vicinity does not contain an inter-connected community of natural habitats, and there are no significant riparian habitats or sensitive natural communities in the nearby urban sections of the City. Cumulative impacts could occur if a Project were to individually or cumulatively impact the designated biological resources of the urban environment, such as the City's urban forest, as defined in the City's UFMP. Further, cumulative impacts could result if a Project impacts species that rely on a habitat extending beyond the Project vicinity, such as migratory birds.

Chapter 3.0, *Environmental Setting*, provides a list of planned and pending individual cumulative projects in the Project vicinity. As with the Project, cumulative projects would be subject to the same local, regional, State and federal regulations pertaining to biological resources, including the federal MBTA and the City's Tree Code. Additionally, implementation of DCP MM BIO-1,

which would be required of all development within the DCP area, would reduce potentially significant impacts with regard to migratory bird species to a less than significant level. Therefore, with adherence to such regulations, the Project and cumulative projects would not result in a significant cumulative impact on biological resources.

4.3.5 Mitigation Measures

DCP Mitigation Measures

As discussed above, the Project Site is located along the Pacific flyway and on-site trees, bushes, and groundcover may provide nesting habitat for federally and state-protected migratory birds. DCP MM BIO-1: Nesting and Roosting Sites, which addresses tree removal relative to the nesting season, would be applicable to the Project.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.3.6 Level of Significance After Mitigation

With implementation of DCP MM BIO-1, impacts to biological resources would be reduced to less than significant.

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4.4 Construction Effects

4.4.1 Introduction

This analysis evaluates the effects of Project construction on sensitive, primarily residential, land uses in the Project vicinity. Although construction activities are temporary and common in urban environments, nearby sensitive uses around a construction site may be adversely affected by construction-related impacts associated with aesthetics, air quality, noise and vibration, and transportation. While construction effects associated with these issues are analyzed fully in Sections 4.1, *Aesthetics*; 4.2, *Air Quality*; 4.14, *Noise and Vibration*; and 4.17, *Transportation*, of this EIR, the conclusions are summarized here for ease of understanding the full range of the Project's construction-related impacts. As this section focuses on construction effects on land use, the analysis regarding construction effects on the Moreton Bay Fig Tree, which is a Landmark Tree, is provided in Section 4.3, *Biological Resources*, of this EIR.

4.4.2 Environmental Setting

4.4.2.1 Project Site

The Project Site is located at the northwest end of the Downtown neighborhood. Figure 2-2, Aerial of the *Project Site and Surrounding Development*, of this EIR illustrates the existing on-site buildings and development in the immediate vicinity. The Hotel Parcel, which is approximately 4.4 acres in size, is located on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and 2nd Street and the Second Street Parcel, which is approximately 0.3 acres in size, is located directly across 2nd Street from the Hotel Parcel.

The Hotel Parcel is developed with hotel rooms and related uses within approximately 262,284 square feet of floor area. As described in detail in Chapter 2, Project Description, of this EIR, the Project would result in the redevelopment of the Hotel Parcel with 312 guestrooms and associated amenities, ground floor commercial floor area, and up to 60 residential units. The Project would rehabilitate the historic Palisades Building (a City-designated landmark) and preserve the Moreton Bay Fig Tree (a Landmark Tree) as a focal point of the Project. Two new buildings would be constructed and publicly-accessible open space would be provided at the corner of Wilshire Boulevard and Ocean Avenue. Parking would be located in a three-level subterranean parking garage.

The Second Street Parcel is currently improved with a 64-space paved surface parking lot used for hotel valet guest and employee parking. The Second Street Parcel would be redeveloped with a 100% affordable housing component with a minimum of 30 and a maximum of 48 deed-restricted affordable apartments.

4.4.2.2 Surrounding Land Uses

The Project Site is located at the northwest edge of the Downtown District. The Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Immediately east of the Hotel Parcel, across 2nd Street, is the 17-story (approximately 160 foot) Huntley Hotel at 1111 Second Street, the Second Street Parcel, a two-story (approximately 25 foot) office building at 1137 Second Street, a three-story mixed-use retail and office building at 201 Wilshire Boulevard and further to the east is a nine-story (approximately 125 foot) office building at 233 Wilshire Boulevard. Land uses immediately south of the Hotel Parcel, across Wilshire Boulevard, include a 21-story (approximately 300 foot) office building at 100 Wilshire Boulevard and a 17-story (approximately 155 foot) residential building at 1221 Ocean Avenue. Uses to the north of the Hotel Parcel across California Avenue are located within the Wilshire-Montana neighborhood. These uses include a 14-story (approximately 150 foot) residential condominium building at 101 California Avenue and a three-story apartment building at 123 California Avenue. Multi-family residential uses are located further north and east of the Project Site. Palisades Park, which follows the top of the bluff along Ocean Avenue, is located immediately west of the Hotel Parcel across Ocean Avenue. Santa Monica Beach State Park, which includes the Marvin Braude Bike Trail, is located approximately 0.5 mile west of the Project Site, at the bottom of the bluff and across Pacific Coast Highway. Other nearby regional and location destinations include the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center.

The Second Street Parcel is located between the 17-story (approximately 160 foot) Huntley Hotel and the two-story (approximately 25 foot) office building at 1137 Second Street. Second Court is located to the east and the Hotel Parcel is located to the west of the Second Street Parcel. To the east of the Second Street Parcel across Second Court is a six-story residential condominium building at 1118 Third Street. As with the Hotel Parcel, multi-family residential uses are located further to the north and east.

4.4.2.3 Sensitive Land Uses

Several land use types are considered more sensitive to construction effects, such as air pollution and noise, than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, particularly those with cardio-respiratory diseases. Residential uses are also considered to be sensitive to construction impacts because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Commercial and light-industrial uses, on the other hand, are generally considered less sensitive to construction impacts because they do not typically include overnight occupancy or outdoor gathering areas where there is greater sensitivity to and potential for exposure to harmful effects.

The sensitive land uses or receptors as identified in Sections 4.2, *Air Quality*, and/or 4.14, *Noise and Vibration* located in proximity to the Project Site include multi-family residences located to the northeast of the Second Street Parcel, multi-family residences located to the north and southeast of the Hotel Parcel, as shown in Figure 4.14-2. In addition, while hotels are not included in the definition of a sensitive receptor, effects on the Huntley Hotel located to the east of the Hotel Parcel

and to the north of the Second Street Parcel is included in the noise and vibration analyses. All other noise-sensitive uses, located at greater distances from the Project Site or blocked by existing structures, would experience lower noise levels and were not evaluated.

4.4.2.4 Existing Setting by Environmental Topic

This following discussion provides a summary of the existing setting related to the construction for each of the environmental topics discussed in this section. For more in-depth descriptions of the existing setting, please see Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.14, *Noise and Vibration*, and 4.17, *Transportation,* of this EIR.

Aesthetics

Downtown Santa Monica and public streets surrounding the Project Site contribute to the aesthetic character of the area, to which the Project Site is a contributing feature. Downtown is an active, pedestrian-oriented district with a diversity of uses, including retail, office, and entertainment uses that contribute to the City's high activity level throughout the day and into the evening hours. Palisades Park, which follows the top of the bluff along Ocean Avenue, is located immediately west of the Hotel Parcel across Ocean Avenue. Santa Monica Beach State Park, which includes the Marvin Braude Bike Trail, is located at the bottom of the bluff and across Pacific Coast Highway. Other nearby regional and location destinations include the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center.

The Project Site is visible from adjacent streets (Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street), Palisades Park, and the Marvin Braude Bike Trail. Panoramic views that can be enjoyed from the area surrounding the Project Site are views of Santa Monica Bay, Santa Monica Beach and Pier, Santa Monica Mountains as seen from the south, Palos Verdes Peninsula as seen from the north, and the Santa Monica skyline as viewed from the bay, beach, or approaching highways to the north and south of the City.

Air Quality

The Project Site is located within the South Coast Air Basin (Air Basin), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which provides guidance in reducing air quality emissions in the Air Quality Management Plans (AQMPs). The purpose of the AQMP is to maintain attainment with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) and achieve attainment for those air pollutants currently in non-attainment with NAAQS and/or CAAQS.

The Air Basin is an area currently designated as a federal non-attainment area for ozone and fine particulate matter (PM2.5), as it does not currently meet the respective NAAQS. In addition, the Air Basin does not meet the CAAQS for ozone, respirable particulate matter (PM10), and PM2.5. Accordingly, the SCAQMD expects pollutant exposure reductions to be achieved through implementation of new and advanced control technologies as well as improvement of existing technologies. Construction of the Project is subject to a number of rules and regulations promulgated by the State and SCAQMD. For example, the California Air Resources Board (CARB)

In-Use Off-Road Fleet Vehicle Regulation requires construction fleet operators to meet fleet wide emissions standards by retrofitting equipment with emissions control devices, or repowering or replacing equipment with cleaner engines. SCAQMD Rule 403 requires implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

Noise and Vibration

The predominant existing noise source on the Project Site and surrounding areas is traffic noise from Ocean Avenue, Wilshire Boulevard, California Avenue, 2nd Street, and 2nd Court. Secondary noise sources include general commercial-related activities, such as loading dock/delivery truck activities, trash compaction, and refuse service activities from the surrounding office/commercial land uses. In addition to noise, groundborne vibration sources in the area include heavy trucks and buses on adjacent roadways, and the periodic operation of heavy and high impact equipment associated with projects under construction.

Existing daytime ambient noise levels were measured at the noise sensitive receptors nearest the Project Site to establish baseline noise levels for the Project construction noise analysis. Daytime ambient noise levels ranged from 57.5 to 69.6 dBA Leq (See Table 4.14-1 of this EIR). Per Table 4.14-2 in Section 4.14, *Noise and Vibration*, of this EIR, a noise level of 57.5 is "clearly compatible" with residential and hotel uses, while a noise level of 69.6 is "compatible" with residential and hotel uses, with "mitigation."

The noise levels attributed to existing traffic volumes on local roadways were estimated using a spreadsheet model developed based on the methodologies provided in Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Technical Manual. Existing peak hour noise traffic noise levels at the closest noise sensitive receptors ranged from 56.9 to 75.7 dBA CNEL.

Transportation

Regional access to the Project Site is provided by the Santa Monica Freeway (I-10), Pacific Coast Highway (PCH), and the San Diego Freeway (I-405). Local access is provided by Wilshire Boulevard, Ocean Avenue, California Avenue, and 2nd Street, all of which border portions of the Project Site. The haul routes for the Project would be in accordance with the City-approved truck routes and determined by the City's ~~Traffic~~ Mobility Division prior to the issuance of the grading permit.

4.4.3 Environmental Impacts

4.4.3.1 Thresholds of Significance and Methodology

Thresholds of Significance

The City's Initial Study Checklist includes the following question to assess construction effects:

- Would construction of the project result in considerable construction period impacts due to the scope or location of construction activities?

More specific significance criteria relevant to construction effects are provided in Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.14, *Noise and Vibration*, and 4.17, *Transportation,* of this EIR.

Methodology

The methodologies for assessing construction impacts, where applicable, are provided in Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.14, *Noise and Vibration*, and 4.17, *Transportation* of this EIR. In general, the air quality, noise and transportation analyses are based on Project-specific modeling, which are provided in Appendices B, J, and L, respectively, of this EIR. In assessing and determining the significance of construction impacts, applicable federal, state, and local regulations are also considered.

4.4.3.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The adopted DCP MMRP contains a mitigation measure to address construction traffic on sites that could be developed or redeveloped in the Downtown. DCP MM T-1 requires the preparation of a Construction Impact Mitigation Plan (CIMP) prior to issuance of a grading or building permit for a project. The CIMP, to be prepared by project applicants, is subject to review and approval by various City departments, including Public Works, Fire, ~~Planning and~~ Community Development, and Police, and would be implemented in coordination with any affected agencies such as Big Blue Bus, Metro, and Caltrans. As indicated in DCP MM T-1, the CIMP shall be designed to:

- Prevent traffic impacts on the surrounding roadway network.
- Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable.
- Ensure safety for both those constructing the project and the surrounding community.
- Prevent substantial truck traffic through residential neighborhoods.

As discussed below in the Project Characteristics subsection, as part of the Project, the Applicant would prepare a CIMP to address construction impacts during the redevelopment of the Hotel Parcel and the Second Street Parcel.

4.4.3.3 Project Characteristics

The basic characteristics of construction to be carried out on the Hotel Parcel and Second Street Parcel are described below. In addition, as indicated in Chapter 2, Project Description, a number of Project Design Features (PDFs) have been incorporated into the Project to help reduce or avoid impacts, including PDFs related to air quality, noise and traffic related effects. These PDFs are also described below in the subsection entitled Project Design Features.

Hotel Parcel

The hotel would be closed at all times during demolition and construction, and would reopen following completion of construction. For the purposes of the analysis, Project construction is anticipated to commence in late 2022 and would take place over an approximate 33-month period, with completion of the portion of the Project located on the Hotel Parcel in 2025 after the 100% Affordable Housing building has been completed.

Construction would include: (i) demolition, which would require an estimated 4-month period; (ii) excavation, which would require an estimated 5-month period; (iii) structure construction, which would require an estimated 12-month period; (iv) construction of exterior skin and interior finishes, which would require an estimated 10-month period; and (v) completion phase, which would require an estimated 2-month period.

The depth of the proposed excavation on the Hotel Parcel for the new parking structure and the basement of the Ocean Building would be up to 35 feet and would require the export of approximately 175,000 cubic yards of soil. Soil excavated from the Hotel Parcel would be removed by semi-truck haul trucks. The haul route for these trucks would be in accordance with the City-approved truck routes and determined by the City's Traffic Division prior to the issuance of the grading permit. Haul trucks would not be permitted to travel along residential street segments and hauling hours are anticipated to be 9:00 A.M. to 4:00 P.M.

Second Street Parcel

Construction of the 100% Affordable Housing Project on the Second Street Parcel is estimated to take 18 to 20 months and could occur concurrently with the construction of improvements on the Hotel Parcel. Construction would include demolition (removal of the existing surface parking lot), excavation, structure construction, construction of exterior facade and interior finishes and completion of the building. Construction on the Second Street Parcel, which would be completed prior to the certificate of occupancy for the buildings on the Hotel Parcel, would likely commence in the summer/fall of 2023 with completion anticipated in late 2024 or early 2025.

Excavation for the construction of the subterranean parking structure would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export is 12,525 cubic yards, which would be removed from the parcel by semi-truck haul trucks. The haul route for these trucks would be in accordance with the City-approved truck routes and determined by the City's Strategic and Transportation Department prior to the

issuance of the grading permit. Haul trucks would not be permitted to travel along residential street segments and hauling hours are anticipated to be 9:00 A.M. to 4:00 P.M.

Project Design Features

Construction activities would be carried out pursuant to PDF AQ-1, which establishes standards for the control of emissions from diesel-fueled equipment to minimize daily emissions, as well as PDF NOISE-1, which requires implementation of construction BMPs including, use of noise mufflers on all construction equipment, placing staging areas as far as feasible from noise and vibration sensitive uses, limiting the operational duration of diesel-fueled vehicles, and screening construction activities with noise barriers, to control noise and vibration levels in proximity to noise and vibration sensitive uses. In addition, as indicated in Chapter 2.0, *Project Description*, in order to minimize construction impacts to the surrounding roadway network, construction would occur under the guidance of a standard City-required CIMP, consistent with the DCP MM T-1 and the City's existing regulations, as follows:

> **PDF CE-1: Construction Impact Mitigation Plan (CIMP)**. Prior to issuance of a grading or building permit the Applicant shall prepare a CIMP for review and approval by the following City departments: Public Works, Fire, ~~Planning and~~ Community Development, and Police to ensure that the CIMP shall:
>
> - Prevent material traffic impacts on the surrounding roadway network.
> - Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable.
> - Ensure safety for both those constructing the project and the surrounding community.
> - Prevent substantial truck traffic through residential neighborhoods.
>
> In addition, the plan shall be prepared and implemented in coordination with any affected agencies such as Big Blue Bus, Metro, and Caltrans.
>
> The CIMP shall comply with SMC Chapter 8.98, Construction Management Plans and shall at a minimum include the following:
>
> - A detailed plan for work zones shall be maintained. At a minimum, the plan shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
> - Work within the public right-of-way shall be performed between 9:00 A.M. and 4:00 P.M. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an After Hours Permit administered by the Public Works Department.
> - Streets and equipment shall be cleaned in accordance with established Public Works requirements.

- The Applicant shall obtain Transportation Engineering Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling. Trucks shall only travel on a City-approved construction truck route. Truck queuing/staging shall not be allowed on City streets.~~; limited queuing~~ Queuing may occur on the construction site itself to the extent there is space available on the construction site.
- Overall anticipated construction schedule including any anticipated request for construction beyond normally permitted hours. The construction schedule shall also include the nature and extent of construction and associated truck, crane, and/or helicopter activity.
- Proposed construction-period noise measures and security measures.
- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be onsite, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.
- Sidewalk closure shall be prohibited to the extent feasible; if sidewalk closure is determined to be necessary, a detour pedestrian pathway shall be provided. In the existing conditions, there is a portion of the public sidewalk located on the Project Site adjacent to Ocean Avenue. This portion of the sidewalk will be closed/removed permanently as part of the Project. In addition to the off-site improvements the Developer will provide as part of the Project, the Developer acknowledges that as part of approving the detour pedestrian pathway provided in the public right-of-way during construction the City may require the Developer to provide temporary improvements to the existing conditions (the sidewalk curb/driveway) to ensure ADA access is provided over the detour pedestrian pathway.
- The traveling public shall be advised of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved CIMP).
- The Applicant shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights- of-way, detours, or any other work within the public right-of-way.
- The Applicant shall provide timely notification of construction schedules to all affected agencies (e.g., Metro. Big Blue Bus, Police Department, Fire Department, Public Works Department, and ~~Planning and~~ Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.
- The Applicant shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. Coordination with Metro regarding construction activities that may impact Metro bus lines or result in closures lasting over six months shall be initiated at least 30 days in advance of construction activities.

- Contact information for the Project developer, architect, contractor(s) and subcontractor(s). In addition, contact information for a single individual appointed to community with residents, businesses, and commuters impacted by construction activity.

4.4.3.4 Project Impacts

CE-1: Would construction of the project result in considerable construction period impacts due to the scope or location of construction activities?

Impact Statement CE-1: *Project construction activities would not substantially degrade the existing visual character or quality of the surroundings. In addition, Project construction activities would result in less than significant air quality and transportation impacts with implementation of the PDFs. MM NOISE-1 would be implemented to limit construction activities generating noise in excess of 20 dBA above normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event to between 10:00 A.M. and 3:00 P.M. on weekdays as allowed by the City's Noise Ordinance. With implementation of the mitigation measure, construction noise impacts would be reduced to less than significant. With regard to construction vibration, MM NOISE-2 would reduce potential vibration impacts to the Palisades Building and off-site buildings (The Huntley Hotel and the historic building located to the south of the Second Street Parcel). However, because consent of off-site property owners, who may not agree, would be required to implement the vibration mitigation for potential structural damage to their off-site structures, it is conservatively concluded that vibration impacts would be significant and unavoidable. With respect to human annoyance, construction activities adjacent to or near inhabited structures would not result in excessive vibration levels and impacts would be less than significant impact.*

Aesthetics

Section 4.1, *Aesthetics*, provides an analysis of aesthetic effects due to Project construction. As indicated therein, Project construction activities would be primarily visible from locations along Ocean Avenue, Wilshire Boulevard, the Marvin Braude Bike Trail, Palisades Park, the Santa Monica Pier, and other streets in the immediately surrounding neighborhood. However, taller construction equipment such as cranes would be visible from a greater radius of street networks. Project construction activities would include demolition of existing structures, grading, excavation, and building construction and finishing activities. Construction activities would also include the staging of construction vehicles and the storage of materials. These activities would be phased and could be temporarily disruptive. Construction work is assumed to begin in the fourth quarter of 2022 with completion of the portion of the Project located on the Hotel Parcel in 2025 (after the 100% Affordable Housing building has been completed). These activities would result in site disturbance, movement of construction equipment, import and export of materials, views of incomplete buildings, and other activities that generally contrast with the aesthetic character of an area to varying degrees during this period.

However, aesthetic impacts during construction would be reduced through the use of construction fencing that would partially screen views of grading, equipment, and other site disturbance from

adjacent streets, sidewalks, and adjacent land uses. Furthermore, construction activities would occur in the midst of an already fully developed site within a developed area, would be partially blocked from view by intervening structures, and would be temporary. Therefore, Project construction activities would not substantially degrade the existing visual character or quality of the Project Site and its surroundings. Lastly, in accordance with SB 743, the aesthetics impacts for qualifying projects such as the Project (e.g., mixed-use projects on infill sites within transit priority areas) shall not be deemed significant impacts on the environment.

Air Quality

Section 4.2, Air Quality, provides an analysis of air quality impacts during Project construction. As indicated therein, with compliance with applicable requirements (e.g., SCAQMD Rule 403 etc.), Project construction activities would not conflict with implementation of the Air Quality Management Plan (AQMP), relevant air quality-related policies of the City's General Plan, or other adopted regional and local plans adopted for reducing air quality impacts. Project construction activities would not result in regional emissions above SCAQMD significance. Additionally, Project impacts would be further reduced through compliance with applicable requirements (e.g., District Rule 403 for dust control, etc.) and implementation of PDF AQ-1, which establishes standards for the control of emissions from diesel-fueled equipment to minimize daily emissions. Therefore, Project construction-related air quality impacts would be less than significant.

Noise and Vibration

Section 4.14, *Noise and Vibration*, provides an analysis of noise and vibration impacts during Project construction. As indicated therein, Project construction activities would include demolition, grading, excavation, building construction and finishing, and paving, the use of heavy equipment, and haul trucks and construction worker traffic. These activities and construction traffic would cause noise and vibration at nearby sensitive receptors adjacent to and across from the Project Site, and along nearby roadways.

Construction noise levels were estimated based on an industry standard sound attenuation rate for point sources and all construction equipment was assumed to operate simultaneously with an estimated usage factor at the construction area nearest to potentially affected noise sensitive receptors (at the fence line). This represents a worst-case noise scenario as all construction equipment used in a given phase would not typically operate concurrently and at full power, and the location of activities is routinely spread across the construction site, rather than concentrated close to the nearest noise-sensitive receptors. Noise from different construction stages that could occur simultaneously were added together to provide a conservative, composite construction noise level.

Project construction activities would generally only occur during the allowable construction hours during the daytime as designated in the SMMC, and therefore, would not occur during recognized traditional hours of sleep or on Sundays and federal holidays. Additionally, construction noise even beyond these heightened levels is permitted only between 10:00 A.M. and 3:00 P.M. on

weekdays. Given the fact that residents of urban areas are used to such temporary and short-term fluctuations in construction noise from time to time, the City does not consider construction activities consistent with these timing limits to constitute significant environmental effects. While construction activities would generally occur during the allowable daytime hours and would not reach or exceed the human hearing threshold for pain, maximum construction noise levels, when added to the ambient noise levels, could temporarily and periodically exceed the City's allowable exterior noise levels at R1, R2, and R3. Therefore, the impact would be potentially significant.

Project construction traffic noise levels would not increase existing traffic noise levels by 5 dBA or greater at adjacent land uses. Therefore, noise impacts from construction traffic would be less than significant.

Groundborne vibration has the potential to result in structural damage and human annoyance. During construction, groundborne vibration would be generated from the operation of heavy construction equipment at the Project Site, which could potentially expose existing sensitive land uses surrounding the Project Site to excessive vibration. The duration and amplitude of vibration generated by construction equipment varies widely depending on the type of equipment and the purpose for which it is being used.

With regard to structures, construction activities would have the potential to impact surrounding off-site structures, which include off-site residential, commercial (the historic Regency Moderne Medical Office), and hotel uses (The Huntley Hotel). The on-site Palisades Building (a historic structure) is located adjacent to proposed construction activities, the off-site Regency Moderne Medical Office (a historic structure) is located approximately 15 feet from the Second Street Parcel, and The Huntley Hotel (a modern industrial/commercial buildings) is located approximately 15 feet from the Second Street Parcel. The multi-family residential uses along 2nd Court (location R3) are approximately 30 feet from the Second Street Parcel and would be sufficiently far away such that Project construction vibration levels would not exceed the 0.3 in/sec PPV structural damage criteria. Based on the analysis, Project construction could result in the operation of vibratory equipment at distances that would result in vibration velocities potentially exceeding the criteria of 0.25 in/sec PPV at the on-site Palisades Building and off-site Regency Moderne Medical Office and the criteria of 0.3 in/sec PPV at The Huntley Hotel, thus resulting in a potentially significant impact.

With regard to human annoyance, Section 4.12.070 of the SMMC exempts vibration caused by construction activity from the requirements of Section 4.12.070, i.e., the vibration threshold for human perception of more than 0.05 in/sec RMS velocity established in Section 4.12.070. Furthermore, construction activity work hours would generally occur during non-sensitive times of the day in accordance with SMMC Section 4.12.110(a)(3), Section 4.12.110(a)(4), SMMC Section 4.12.110(e). Therefore, vibration impacts associated with human annoyance during Project construction would be less than significant.

Transportation

Project construction worker vehicles, materials deliveries, demolition debris removal trips, and soil export trips are expected to add additional vehicles (trucks and automobiles) to area streets throughout the construction period. As indicated in Chapter 2, *Project Description*, of this EIR, during the demolition and excavation phase on the Hotel Parcel, it is estimated that there would be a workforce of approximately 30 to 40 workers. As the Project on the Hotel Parcel proceeds into structure, skin and interior finishes, the workforce would grow and peak during months 15–25 at approximately 300 to 400 workers. The workforce would then taper back down to approximately 100 workers during months 32 and 33.

Haul trucks and workers would travel to and from the Project Site, which could result in traffic congestion on the streets in the Project vicinity. In addition, temporary lane closures or sidewalk closures could result periodically. Increased construction traffic on Downtown streets, particularly large haul trucks and other heavy equipment (e.g., cement trucks and cranes), may disrupt traffic flows, limit turn lane capacities, and generally slow traffic movement. Construction workers typically arrive and depart individual construction sites during off-peak hours, thereby avoiding a large proportion of the construction related trips during the AM and PM peak traffic periods and construction haul truck trips typically occur over the course of a day thereby reducing their hourly effects. However, PDF CE-1 would require the preparation and approval of a CIMP to address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, construction parking, and coordination with agencies and the public regarding construction activities. With the implementation of the CIMP, construction impacts on traffic and emergency access would be less than significant.

4.4.3.5 Cumulative Impacts

A project's construction activities can result in cumulative construction impacts when construction from other development is located in the immediate vicinity of the proposed site and/or along the same roadways that are used by construction workers and vehicles. As indicated in Table 3-1 in Chapter 3, *General Description of Environmental Setting*, of this EIR, 149 cumulative projects are located in the City and its environs.

With regard to aesthetics, none of the cumulative projects are located adjacent to the Project and, thus, cumulative effects regarding line of sight along adjacent streets are not anticipated. Furthermore, like the Project, cumulative projects would be required to have construction fencing around their respective construction sites that would minimize views of the construction sites from adjacent properties. Lastly, per Section 21099(d)(1) of the Public Resources Code (PRC), the Project is an urban infill project within a transit priority area and as such its aesthetic impacts, including its contribution to cumulative aesthetics impacts, shall not be deemed significant impacts on the environment.

With respect to cumulative construction air quality and noise/vibration impacts, air emissions, noise and vibration attenuate rapidly with distance. In addition, as with the Project, the cumulative projects would be required to comply with SCAQMD Rule 403, City restrictions on the times of day when construction activities can occur, and other applicable requirements that

have been formulated to minimize construction-related air emissions and noise/vibration. The Project would not result in significant air quality impacts during construction and therefore, the Project not contribute to a cumulatively considerable net increase of criteria pollutants. On-site construction noise/vibration impacts from the cumulative projects could only combine with the Project's on-site construction noise/vibration impacts if the related projects were under construction concurrently with the Project. Two projects (Nos. 3 and 135) are within 500 feet of the Project Site. No. 135 is complete and noise from construction of Cumulative Project No. 3 would not combine with the Project's construction noise due to distance attenuation and the presence of intervening buildings to impact any sensitive receptors common to the Project. Therefore, cumulative impacts associated with noise from on-site construction activities would be less than significant.

With regard to transportation during construction, Project construction traffic and multiple cumulative projects occurring along common haul routes could create congestion and impact emergency access in the area. If the construction activities of the Project were to overlap with those of the cumulative projects, any associated lane closures, detours, or changes to ingress/egress, bicycle and pedestrian circulation, or emergency access would be coordinated as required by the Project's PDF CE-1, which requires the implementation of a City-approved CIMP. In addition, cumulative projects would implement a CIMP as applicable and required by the City. Thus, any of the cumulative projects that might share the Project's construction haul route would be limited, and the City's established process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. In addition, cumulative construction traffic impacts would be temporary. Therefore, the Project cumulative construction-related transportation impacts would be less than significant, and the Project's contribution to these impacts would not be cumulatively considerable.

4.4.4 Mitigation Measures

DCP Mitigation Measures

The adopted DCP MMRP contains a general mitigation measure relative to construction traffic on sites within the Downtown that could be developed or redeveloped. DCP MM T-1 requires the preparation of a CIMP. The Site-specific PDF CE-1 would implement DCP MM T-1.

Project-Specific Mitigation Measures

No construction mitigation measures are required for aesthetics, air quality, or transportation. Mitigation Measures MM NOISE-1 and MM NOISE-2 would be implemented as identified in Section 4.14, *Noise and Vibration*, of this EIR, to reduce construction noise and vibration.

4.4.5 Level of Significance After Mitigation

As indicated above, construction impacts regarding aesthetics, air quality, and transportation would be less than significant without mitigation. With regard to construction noise, implementation of MM NOISE-1 would reduce construction noise impacts to below the significance thresholds.

Implementation of MM NOISE-2 would reduce groundborne vibration structural damage impacts. Impacts to the on-site historic Palisades Building would be reduced to less than significant. For vibration-generating construction activities on the Second Street Parcel, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of MM NOISE-2 by off-site property owners (i.e., The Huntley Hotel and the Regency Moderne Medical Office). Although voluntary acceptance by these off-site property owners would reduce the construction vibration impact to less than significant, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure by these property owners. Because the consent of the off-site property owners cannot be guaranteed, it is conservatively concluded that unless mitigated, construction of the 100% affordable housing building on the Second Street Parcel could have potentially significant and unavoidable vibration impacts on The Huntley Hotel and the Regency Moderne Medical Office.

4.5 Historical Resources

4.5.1 Introduction

This section evaluates potential Project impacts on historical resources. In particular, the analysis addresses potential direct and indirect impacts of the Project on the existing Landmark Palisades Building and the Landmark Moreton Bay Fig Tree, which would remain on the Project Site as part of the Project. The analysis and is based on the following reports that are provided in Appendix D of this EIR:

- *Preservation Plan* prepared by Chattel, Inc., October 28, 2019 (Preservation Plan),[1] provided in Appendix D-1;
- *Conformance Report* prepared by Chattel, Inc., April 10, 2018 (2018 Conformance Report) and the *Memorandum* by Chattel, Inc., September 27, 2019 (2019 Memorandum) that is an update to the 2018 Conformance Report,[2] provided in Appendix D-2;
- *City Landmark Assessment and Evaluation Report* (2012 Landmark Report) prepared by PCR Services Corporation[3], which is provided in Appendix D-3; and
- Historic Resources Assessment report (2010 Assessment Report) prepared by Chattel, Inc.,[4] provided in Appendix D-4.

4.5.2 Existing Conditions

As further described in Chapter 2.0, Project Description of this EIR, the Project Site includes the Miramar Hotel, which occupies a parcel located at 1133 Ocean Avenue/101 Wilshire Boulevard on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and Second Street (the "Hotel Parcel"). The Hotel Parcel is approximately 192,063 square feet (4.4 acres) in size. In addition, the Project includes development of a parcel located at 1127/1129 Second Street (the "Second Street Parcel"). The Second Street Parcel, located directly across 2nd Street from the Hotel Parcel, is approximately 15,000 square feet (0.3 acre) in size and is currently used as a surface parking lot by the hotel. While significant historical resources, including the Palisades Building and the Moreton Bay Fig Tree are located within the Hotel Parcel, there are no historical resources situated within the Second Street Parcel. Presented below is a brief description of identified historical resources located within the Hotel Parcel of the Project Site and in the surrounding area that may be affected by the Project.

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1 Chattel, Inc., *Memorandum* "Miramar Santa Monica, 101 Wilshire Boulevard, Santa Monica, California, Preservation Plan," prepared for City of Santa Monica, October 28, 2019.

2 Chattel, Inc., *Memorandum*, "Miramar Santa Monica, 101 Wilshire Boulevard, Santa Monica, California, Conformance Report Update," September 27, 2019, and *Memorandum*, "Miramar Santa Monica, 101 Wilshire Boulevard, Santa Monica, California, Conformance with the Secretary's Standards," April 10, 2018, prepared for City of Santa Monica.

3 PCR Services Corporation, *City Landmark Assessment and Evaluation Report for the Miramar Hotel, 101 Wilshire Boulevard/1133 Ocean Avenue, Santa Monica, CA,* Prepared for City of Santa Monica Planning Division, December 2012.

4 Chattel, Inc., *Historic Resource Assessment, Miramar Hotel, 101 Wilshire Boulevard, Santa Monica, CA,* prepared for Harding Larmore Kutcher & Kozal, LLP, June 10, 2010.

4.5.2.1 Historical Resources Identified within the Project Site

In June 1976, the Landmarks Commission of the City of Santa Monica initiated proceedings for the designation of the Moreton Bay Fig Tree, situated in the center of the Hotel Parcel, as a City Landmark, per Landmarks Commission Case No. LC-03-007; and in August of the same year the Landmarks Commission approved the designation based on the following findings: "the Ficus is identified with an historical personage of local, state, and national history in that it was planted by members of Senator J.P. Jones' family; it symbolizes elements of the cultural, social, economic, and political history of the city in that it is located on the former estate of Senator Jones, one of the founders of the City of Santa Monica; and it has aesthetic interest and value in that it is a fine botanical example of its species." As part of this designation, the Santa Monica Landmarks Commission established a 50-foot radius around the tree as the landmark parcel in order to preserve, maintain, protect and safeguard the Landmarks.

The subject property has been identified and assessed under the City's ongoing survey process on multiple occasions. The Hotel Parcel and existing improvements was surveyed in 1985-1986 during Phases 1 and 2 of the City's Historical Resources Inventory and assigned a 5 status code, "appears to be individually eligible for local designation." During the 2006-2007, Citywide Historic Resources Inventory Update, the Hotel Parcel was resurveyed and the status code was changed to the California Historical Resources Status Code 5S1, which indicates the individual property is listed or designated locally.

On March 16, 2012 the property owner, Ocean Avenue, LLC, filed an application to amend the original 1976 designation of the Moreton Bay Fig Tree. Subsequently, the Landmarks Commission amended the original designation made pursuant to Case No. LC-03-007 by: designating the Renaissance Revival-style Palisades Building as a City Landmark; and defining (or redefining) and describing the real property commonly known as 101 Wilshire Boulevard (APN 4292-028-001) as the Landmark Parcel requiring control and regulation to preserve, maintain, and/or safeguard the Moreton Bay Fig tree as well as the Palisades Building.[5] The Landmark Parcel was the former estate of Senator John P. Jones, founder of Santa Monica, and the existing property boundaries are intact from the Jones Estate. The Administration Building, Ocean Tower, and the Bungalows, although located on the Landmark Parcel, were excluded from the amended Landmark designation since each has undergone significant alterations that have diminished their respective historic integrity. These amended findings and determination of the Landmarks commission pursuant to Case No. 12LM-002, supplement, amend and supplant the findings and determination of the Landmarks Commission pursuant to Case No. LC-03-007.

4.5.2.2 Historical Background of the Hotel Parcel

The area that includes the Hotel Parcel, was part of the original townsite of Santa Monica sold to Senator John P. Jones and Colonel Robert S. Baker in 1872. In 1875, the original townsite was

[5] This designation expanded the area and resources falling within the "landmark parcel" as previously established/defined in 1976 for the Morton Bay Fig Tree, to include the boundaries of the original Senator John P. Jones estate that includes the Moreton Bay Fig Tree and Palisades Building.

surveyed, including all the land extending from Colorado Street on the south to Montana on the north, and from 26th Street on the east to the Pacific Ocean on the west, and platted with blocks 320 by 600 feet in size. The long strip along the palisades was reserved as open space for Linda Vista Park (Palisades Park). Senator John P. Jones explicitly reserved the Hotel Parcel because it had one of the best views in Santa Monica overlooking the Pacific Ocean and park. Jones had a Victorian-style mansion constructed on the Hotel Parcel in 1888 and landscaping, including grass lawns, exotic trees and collections of plants, including the Moreton Bay Fig tree, a greenhouse, and outdoor garden sculptures were added. The landscape of the Hotel Parcel, as well as other mansions constructed along Ocean Avenue, related to the landscape of Linda Vista Park (Palisades Park) across the street to the west. The block-sized Hotel Parcel, intact from Santa Monica's platting in 1875, is one of the few from the original town site to not be further subdivided over the intervening years and is included as part of the City Landmark designation.

Moreton Bay Fig Tree (the "Ficus")

The original landscaping of the Jones residence included the existing Moreton Bay Fig tree (the "Ficus"), planted in 1879 and known as one of the earliest tree plantings in the City of Santa Monica. The Moreton Bay Fig is the most prominent landscape feature on the south side of the property located just south of the existing Ocean Tower. The Moreton Bay Fig tree measures approximately 60 feet in height, 110 feet in spread, and has a diameter at breast height (DBH) of approximately 72 feet.[6] The tree is completely surrounded by a paved circular driveway and is accessible to the general public and vehicles. The Moreton Bay Fig is a designated City Landmark and dates to Senator Jones' ownership of the property.

Palisades Building

The six-story Renaissance Revival-style Palisades Building, designed by architect William Ache, was constructed in 1924 and originally functioned as an apartment hotel, "Miramar Hotel and Apartments." The Palisades Building forms an L-shape along the northeast portion of the Hotel Parcel along California Avenue and 2nd Street. The Palisades Building is a designated City Landmark.

Architectural Description

The Palisades Building retains its Renaissance Revival-style exterior, while the interior has been remodeled and rooms reconfigured at various times throughout its history, with only the circulation paths being original. The Palisades Building is connected to the Administration Building by the elevator tower on its south elevation at 2nd Street. The Palisades Building is a concrete frame structure with a brick veneer and cast stucco ornamentation.

The exterior of the Palisades Building is organized using the design principles of classical architecture with a base, central shaft, and topped with a cornice. The ground floor of the Palisades Building is clad in cast stone and decorative cast stucco. Like the organization of the exterior as a whole, the ground floor is organized classically with a base, scored cast stone walls,

6 Valley Crest Tree Care Services, Ficus Macrophyllum Moreton Bay Fig Santa Monica Miramar Hotel & Bungalows (March 2011): 3.

decorative belt course above the windows, and topped with a cornice. There are two formal entrances into to the Palisades Building located on the ground floor. The entranceway on the north elevation (California Avenue) is set between two pilasters that rise to a classical entablature. The pilasters have decorative plasterwork of urns and a figure. Above the pilasters, the frieze is decorated with cast plaster *fleur-de-lis*. Above the entranceway on the second floor, a smaller version of very similar decorative plasterwork is used as a window surround. The other formal entranceway of the Palisades Building is located on the west elevation opening out to the courtyard. Like the entranceway on the north elevation, the door is set between two pilasters that rise to a classical entablature. These pilasters are fluted and there is a decorative arch above the entrance door with a cast plaster scroll keystone. Above the pilasters, the frieze is decorated with cast plaster *fleur-de-lis*. Above the entranceway on the second floor, a smaller version of very similar decorative plasterwork is used as a window surround.

The recessed central section of the Palisades Building includes the second to the fifth floors. These floors have a brick surface divided by the hotel room window openings. Between the fifth and sixth floors, there is a cast stucco stringcourse meant to visually separate the recessed central section of the Palisades Building from the cornice section of the building. At the roofline, another stringcourse signifies the top of the cornice section.

Integrity

Like most hotels, the interior of the Palisades Building has been remodeled to adapt to both economic and cultural changes. Furthermore, as the Hotel was expanded, some elements of the hotel's operations, including the main lobby, were moved to the Ocean Tower. However, the exterior of the Palisades Building generally retains integrity. The primary change to the exterior was the replacement of the original windows, although the replacements are incompatible modern replacements and do not conform with the Standards. Although previously painted over and later sandblasted to remove the paint, the brick surface and decorative plasterwork are extant and in good condition. Likewise, the cast stone cladding at the ground floor appears to be in good condition although it has been painted over and may have been cracked or otherwise damaged during the 1994 Northridge Earthquake. However, with the construction of the existing bungalows directly adjacent to the west elevation of the Palisades Building that are later additions to the site, the Hotel landscape itself was physically eroded, and it was visually cut off from Palisades Park. Therefore, the Palisades Building's original associated landscape setting was significantly altered by the material alterations to the landscape by construction of the bungalows and later changes to its design conception from a formal garden to a lush tropical landscape.

4.5.2.3 Historical Resources Identified within the Project Vicinity

In order to evaluate the potential for the Project to result in indirect impacts to historical resources, record searches were conducted to identify previously documented historical resources within an approximately a 0.15-mile radius or less around the Project Site (Project Vicinity). These searches included a review of the National Register and its annual updates, determinations of eligibility for the California Register, the California Historic Resources Inventory database maintained by the OHP on file at the South Central Coastal Information Center ("SCCIC") at California State University Fullerton, and the City of Santa Monica Landmark inventory. ESA

also consulted the National Register, California Register, Statewide Historical Resources Inventory ("HRI"), California Points of Historical Interest ("PHI"), California Historical Landmarks ("CHL"), and City of Santa Monica Designated City Landmarks inventory to determine previously identified historical resources within the Project Vicinity.

The previously recorded properties located within the Project Vicinity (0.15-mile radius) are listed in Table 4.5-1, Previously Recorded Historical Resources Within 0.15-mile of Project Site. As shown on Table 4.5-1, there are 21 previously identified historical resources within a 0.15-mile radius of the Project Site. Of these 21 properties, two (2) properties are listed in the National Register and California Register (status code 1S); two (2) are contributors to a district determined eligible for the National Register through the Section 106 process and listed are the California Register (2D2); one property has been determined eligible for the National Register (status code 2S2); six (6) (status code 3S) properties appear eligible individually for the National Register through survey evaluation; two (2) (status code 3B) appear eligible for the National Register both individually and as a contributor through survey evaluation; twelve (12) properties designated as Landmarks by the City of Santa Monica (status code 5S1); one (1) property is eligible for local listing or designation (status code 5S2); two (2) properties appear to be individually eligible for local listing or designation through survey evaluation (status code 5S3); and four (4) properties are locally significant both individually and as a contributor to the potential Central Business District Historic District (status code 5B). Between 2012 and 2016 the City updated and revised its Downtown Specific Plan, known as the Downtown Community Plan (DCP). A survey of the DCP area was conducted in 2017 as a part of the Citywide HRI update, which identified a total of 78 eligible resources in the DCP area (30 are locally designated; and 48 are individually eligible) and concluded that the previously identified Central Business District Historic District no longer retains sufficient integrity to be eligible as a historic district.[7]

Of the twenty-one (21) previously identified historical resources, the following four (4) resources are adjacent to or in the immediate surrounding vicinity of the Project Site (approximately 400 feet or less) and would have direct or proximate views of the Project Site: 1137 2nd Street (Regency Moderne Medical Office), 1202 3rd Street Promenade (Former JC Penney Building/Banana Republic), Palisades Park, and 100 Wilshire Boulevard. Therefore, these are evaluated for indirect impacts.

[7] Architectural Resources Group and Historic Resources Group, City of Santa Monica Citywide Historic Resources Inventory Update, Downtown Community Plan Area, prepared for the City of Santa Monica, July 2017.

TABLE 4.5-1
PREVIOUSLY RECORDED HISTORICAL RESOURCES WITHIN 0.15-MILE OF PROJECT SITE

Name	Street Number	Street Name	Description	Construction Date	P-Number	CRHR Status Code	Distance from Project; Direct or Proximate View of Project (Y/N)
	1012	2nd Street	Turn-of-the-Century Victorian Cottage	Circa 1898-1902	None	5S1 (Santa Monica Landmark Designated 9/12/2005)	Approximately 479 feet (0.09 mile) to northwest. N: No view of Project; intervening development.
Glenwood Apartments	1038	2nd Street	Mediterranean Revival Apartment	1921	None	5S2 (Historic Res., Program Reference Number #DOE-19-94-0643-0000, 9/30/1994, OHP HRI.)	Approximately 246 feet (0.05 mile) to northwest. N: No view of Project; intervening development
	1137	2nd Street	Regency Moderne Medical Office Building	1945	None	5S3 (Historic Res., Program Reference Number #DOE-19-94-0643-0000, 9/30/1994, OHP HRI.)	Approximately 16 feet (0 mile) to northwest. Y: Direct View of Project across 2nd Street and adjacent Second Street Parcel.
Mar Vista Apartments	1305	2nd Street	Classical Revival style Apartment	1914	19-178109	5S1 (Santa Monica Landmark Designated 12/14/2009) 5B, Individually Significant and Contributor to Central Business District (Historic Survey, Program Reference Number #0406-0219-0004, OHP HRI.) 3S (Historic Survey, Program Reference Number #0406-0075-0029, OHP HRI.)	Approximately 739 feet (0.14 mile) to southeast. N: No view of Project.
Embassy Hotel Apartments	1001	3rd Street	Spanish Colonial Revival four-story apartment hotel. Architect Arthur E. Harvey.	1927	None	5S1 (Santa Monica Landmark Designated 10/3/2003) 3B, Contributor to a potential National Register-eligible thematic district of Elegant Apartments, (Historic Survey, Program Reference Number #0406-0216-9999, OHP HRI.)	Approximately 456 feet (0.09 mile) to east. N: No view of Project; intervening development

Name	Street Number	Street Name	Description	Construction Date	P-Number	CRHR Status Code	Distance from Project; Direct or Proximate View of Project (Y/N)
Former JC Penney Building	1202	3rd Street Promenade	Late Moderne Two-Story Department Store. Architect Milton L. Anderson.	1949	19-189257	5S1 (Santa Monica Landmark Designated 7/14/2008) 3S (Historic Survey, Program Reference Number #0406-0219-0018, OHP HRI.) 5D3, Contributor to Central Business District (Santa Monica Citywide Historic Resources Inventory Update Final Report, prepared for City of Santa Monica by ICF Intl, 2010)	Approximately 402 feet (0.08 mile) to southeast. Y: Proximate view of Project across Wilshire Boulevard.
	1148	4th Street	Streamline Moderne	1936		5B, Individually Significant and Contributor to Central Business District (Santa Monica Citywide Historic Resources Inventory Update Final Report, prepared for City of Santa Monica by ICF Intl, 2010)	Approximately 702 feet (0.13 mile) to southeast. N: No view of Project.
Santa Monica Bay Women's Club Building	1210	4th Street	Classical Revival. Architect Henry C. Hollwedel	1914	19-177858	5S1 (Santa Monica Landmark Designated 4/8/1991) 3S (Historic Survey, Program Reference Number #0406-0219-0018, OHP HRI.)	Approximately 768 feet (0.15mile) to southeast. N: No view of Project.
	1334	4th Street	Art Deco	1931		5B, Individually Significant and Contributor to Central Business District (Santa Monica Citywide Historic Resources Inventory Update Final Report, prepared for City of Santa Monica by ICF Intl, 2010)	Approximately 1,320 feet (0.25 mile) to southeast. N: No view of Project.
Charmont Apartments	330	California Avenue	Art Deco/Spanish Colonial Revival Apartment. Architect Max C. Maltzman.	1929	19-180743	1S (Historic Res., NPS-96000777-0000, 7/25/1996, OHP HRI) 5S1 (Santa Monica Landmark Designated 11/10/1994) 3B, Contributor to a potential National Register-eligible thematic district of Elegant Apartments, (Historic Survey, Program Reference Number #0406-0216-9999, OHP HRI.)	Approximately 729 feet (0.14 mile) to east. N: No view of Project; intervening development.

Name	Street Number	Street Name	Description	Construction Date	P-Number	CRHR Status Code	Distance from Project; Direct or Proximate View of Project (Y/N)
Shangri-La	1301	Ocean Avenue	Streamline Moderne style hotel. Architect William E. Foster.	1939		5S1 (Santa Monica Landmark Designated 11/9/2009) 3S (Historic Survey, 0406-0048-0000, OHP HRI)	Approximately 815 feet (0.15 mile) to south. N: No view of Project – view to north is blocked by Office Building at 100 Wilshire Boulevard.
Bebe Daniels/Be Lyons/George Home	972	Palisades Beach Road	Single-Family Residence	1927	19-177890	2D2 (Historic Survey, 0406-0218-0006, OHP HRI); 7N (Historic Survey, 0406-0053-0030)	Approximately 810 feet (0.15 mile) to the northwest of the Hotel Parcel. N: No View of the Project.
Bebe Daniels Homes	1022	Palisades Beach Road		1928	19-177894	2D2 (Historic Survey, 0406-0218-0009, OHP HRI); 7N (Historic Survey, 0406-0053-0034)	Approximately 523 feet (0.10 mile) west of the Hotel Parcel. N: No View of Project
Edwin Building	310-12	Wilshire Blvd.	Churrigueresque commercial building.	1928	19-178103	5S1 (Santa Monica Landmark Designated 4/14/2008) 3S (Historic Survey, 0406-0219-0122, OHP HRI) 5D3, Contributor to Central Business District (Santa Monica Citywide Historic Resources Inventory Update Final Report, prepared for City of Santa Monica by ICF Intl, 2010)	Approximately 542 feet (0.10 mile) to southeast. N: No view of Project; intervening development
	311-315	Wilshire Blvd.	Art Deco Commercial Building. Architect Irvin Goodfellow.	1928	19-178104	5S1 (Santa Monica Landmark, Designated 4/8/2013) 5B, Individually Significant and Contributor to Central Business District (Santa Monica Citywide Historic Resources Inventory Update Final Report, prepared for City of Santa Monica by ICF Intl, 2010)	Approximately 459 feet (0.09 mile) to southeast. N: No view of Project; intervening development.
Palisades Park, Linda Vista Park	100-1500 Blocks	Ocean Avenue	26.4 Acres of Park to the west of Ocean Avenue.	1892	19-177904	2S2 Determined eligible for National Register (Historic Survey 1986, 1998, 2010, 2014), 5S1 (Santa Monica Landmark)	Approximately 114 feet (0.02 mile) to south, southeast, and southwest. Y: Direct view of Project from Palisades Park across Ocean Avenue.

Name	Street Number	Street Name	Description	Construction Date	P-Number	CRHR Status Code	Distance from Project; Direct or Proximate View of Project (Y/N)
301 Wilshire Building	301-317	Wilshire Blvd.	Art Deco	1924	None	5S1 (Santa Monica Landmark), 3S (Historic Survey), 5D3 Contributor to Central Business District	Approximately 350 feet (0.07 mile) to northwest of Second Street parcel. N: No view of Project due to intervening development
Miramar Hotel (Hotel Parcel, Moreton Bay Fig, Palisades Building)	101	Wilshire Blvd	Renaissance Revival influence hotel building	1924	19-177905	5S1 (Santa Monica Landmark)	Within Project Site (Hotel Parcel) Y: Direct view of Project
311 & 315 Wilshire Blvd	311 and 315	Wilshire Blvd	Commercial building	1936/1937	19-178102	3CS (Historic Survey)	Approximately 663 feet (0.13 Mile) to northeast from Hotel Parcel. N: No View of Project
Sovereign Hotel	205	Washington Avenue	Private Commercial building	1929	19-187152	1S (Historic Res., NPS-97001236-0000, 4/14/1997, Keeper of the Register)	Approximately 737 feet (0.14 Mile) to northwest of Hotel Parcel. N: No View of Project
General Telephone Building; Lawrence Welk Plaza	100	Wilshire Blvd	Late Modern Commercial building	1971		5S3 Potential Landmark (Historic Survey; Downtown Community Plan)	Approximately 102 feet (0.02 Mile) to east of Hotel Parcel. Y: Direct view of Project across Wilshire Boulevard.

Status Code
1S Individual property listed in NR by the Keeper, Listed in CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in CR.
2S Individual property determined eligible for NR by the Keeper. Listed in CR.
3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.
5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible through survey evaluation.
5D1 Contributor to a district that is listed of designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

4.5.3 Regulatory Framework

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act ("NHPA") of 1966, as amended and the California Public Resources Code ("PRC"), Section 5024.1, are the primary federal and State laws and regulations governing the evaluation and significance of historic resources of national, State, regional, and local importance. The NHPA and PRC, Section 5024.1, establish the National Register of Historic Places ("National Register") and the California Register of Historical Resources ("California Register"). The primary local law is the City of Santa Monica Landmarks and Historic District Ordinance (City of Santa Monica Code, Section 9.56.100 and 9.56.080).

4.5.3.1 Federal Level

National Register of Historic Places

The National Register of Historic Places ("National Register") 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."[8] The National Register recognizes properties that are significant at the national, state and/or local levels.

To be eligible for listing in the National Register, a resource must possess significance in American history, architecture, archaeology, engineering, or culture. Four Criteria for Evaluation have been established to determine the significance present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction 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; or

D. That has yielded, or may be likely to yield, information important in prehistory or history.[9]

Districts, sites, buildings, structures, and objects of potential significance that are at least 50 years in age must meet one or more of the above criteria to be eligible for listing on the National

8 36 Code of Federal Regulations (CFR) Section 60.2.

9 "How to Apply the National Register Criteria for Evaluation," National Register Bulletin 15, U.S. Department of Interior, National Park Service, Revised for Internet 1995, p. 2. This publication explains how the National Park Service applies these criteria in evaluating the wide range of properties that may be significant in local, State, and national history.

Register. However, the National Register does not prohibit the consideration of properties less than fifty years in age whose exceptional contribution to the development of American history, architecture, archeology, engineering, and culture can clearly be demonstrated under National Register Criteria Consideration G.

In addition to meeting the Criteria for Evaluation, a property must have integrity. "Integrity is the ability of a property to convey its significance."[10] According to *National Register Bulletin 15* ("NRB"), the National Register recognizes seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.[11] The seven factors that define integrity are location, design, setting, materials, workmanship, feeling and association.

In assessing a property's integrity, the National Register criteria recognize that properties change over time, therefore, it is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.[12]

4.5.3.2 State Level

The Office of Historic Preservation ("OHP"), as an office of the California Department of Parks and Recreation ("DPR"), implements the policies of the NHPA on a state-wide level. The OHP also carries out the duties as set forth in the PRC and maintains the California Historic Resources Inventory and the California Register of Historical Resources. The State Historic Preservation Officer ("SHPO") is an appointed official who implements historic preservation programs within the state's jurisdictions. Also implemented at the state level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

California Register of Historic Resources

The California Register of Historical Resources was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[13] The criteria for eligibility for the California Register are based upon National Register criteria.[14] Certain resources are determined by the statute to be automatically included in the California Register, including

[10] Ibid., p. 44.
[11] Ibid.
[12] Ibid, p. 45.
[13] California Public Resources Code, Section 5024.1(a).
[14] California Public Resources Code Section 5024.1(b).

California properties formally determined eligible for, or listed in, the National Register of Historic Places.[15]

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register of Historic Places and those formally Determined Eligible for the National Register of Historic Places;
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.[16]

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.[17]

To be eligible for the California Register, a historic resource must be significant at the local, state, or national level, under one or more of the following four criteria:

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.[18]

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.[19]

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15 California Public Resources Code Section 5024.1(d).
16 Ibid.
17 California Public Resources Code § 5024.1(e).
18 California Public Resources Code § 5024.1(c).
19 California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.[20]

California Environmental Quality Act

Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment."[21] This statutory standard involves a two-part inquiry. The first involves a determination of whether the project involves a historic resource. If so, then the second part involves determining whether the project may involve a "substantial adverse change in the significance" of the resource. To address these issues, guidelines that implement the 1992 statutory amendments relating to historical resources were adopted on October 26, 1998 with the addition of State CEQA Guideline Section 15064.5. The State CEQA Guidelines 15064.5 provides that for the purposes of CEQA compliance, the term "historical resources" shall include the following:[22]

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register.
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements in Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat such resources as significant for purposes of CEQA unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets one of the criteria for listing on the California Register.
- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in a 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 a historical resource as defined in PRC Sections 5020.1(j) or 5024.1."

[20] Ibid.
[21] California Public Resources Code, Section 21084.1.
[22] State CEQA Guidelines, 14 CCR Section 15064.5(a).

State Historical Building Code

Created in 1975, the State Historical Building Code (SHBC) provides regulations and standards for the preservation, restoration, rehabilitation, or relocation of historic buildings, structures, and properties that have been determined by an appropriate local or state governmental jurisdiction to be significant in the history, architecture, or culture of an area. Rather than being prescriptive, the SHBC constitutes a set of performance criteria. The SHBC is designed to help facilitate restoration or change of occupancy in such a way as to preserve original or restored elements and features of a resource; to encourage energy conservation and a cost-effective approach to preservation; and to provide for reasonable safety from earthquake, fire, or other hazards for occupants and users of such "buildings, structures and properties." The SHBC also serves as a guide for providing reasonable availability, access, and usability by the physically disabled.

4.5.3.3 Local Level

Historic Preservation Element and Land Use and Circulation Element

In 2002, the City adopted the Historic Preservation Element of the General Plan. This element includes information about the history and historical development of Santa Monica, establishes a long-range vision for the protection of historic resources in the City of Santa Monica, and provides implementation strategies to achieve that vision. The City revised the General Plan Land Use and Circulation Element (LUCE) in 2015, which includes a chapter on Historic Preservation (Chapter 2.3). The LUCE supplements the City's existing Historic Preservation Element by actively integrating the preservation of historic resources into planning efforts throughout the City. Chapter 2.3 of the LUCE includes policies to ensure that the City continues to protect what is unique and valued on a citywide and neighborhood level, including Palisades Park and the bluffs; Santa Monica Pier; and neighborhood streetscapes, architecture, and building scale.

Between 2012 and 2016 the City updated and revised its Downtown Specific Plan, known as the Downtown Community Plan (DCP), a 229-acre area identified by the LUCE as bounded by Wilshire Boulevard along its northern edge, the I-10 Freeway to the south, and between Lincoln Boulevard on the east and Ocean Avenue and Palisades Park on the west. The Hotel Parcel is included in the boundary of the DCP. Adopted by City Council on July 25, 2017, the DCP identifies preservation of historic and character-defining buildings as one of the key elements that anchor the DCP and will help maintain Downtown's identity as new infill projects take shape. In February 2017 the results of the Citywide HRI update were integrated into the DCP, and as of August 8, 2017, the updated historic resource protections are in effect, including the Landmark Parcel, Palisades Wing, and Moreton Bay Fig Tree.[23]

City of Santa Monica Landmarks and Historic District Ordinance

The City of Santa Monica formally initiated a historic preservation program with its 1976 adoption of the Santa Monica Landmarks and Historic Districts Ordinance, amended in 1987 and again in 1991, to create a more comprehensive preservation program. This ordinance established

[23] City of Santa Monica, *The Downtown Community Plan*, adopted by City Council, July 25, 2017.

the Landmarks Commission whose powers include designation of Landmarks and Structures of Merit, and recommendation to the City Council for the designation of Historic Districts. Furthermore, it identified both obligations required of historic property ownership and a broad range of incentives available to owners of historic properties. The City of Santa Monica met certification standards regarding its historic preservation ordinance and the qualifications of its HPC, and received Certified Local Government status in 1992.

Section 9.56.100 of the City of Santa Monica Landmarks and Historic Districts Ordinance sets forth the criteria for designation of Landmarks and Historic Districts. A geographic area or a noncontiguous grouping of thematically related properties may be designated a Historic District. An individually significant property may be designated a Landmark. Such designations may be made provided that the subject property(ies) meet one or more of the following criteria outlined in the Santa Monica Municipal Code [§9.56.100(A)]:

1. It exemplifies, symbolizes, or manifests elements of the cultural, social, economic, political or architectural history of the City.
2. It has aesthetic or artistic interest or value, or other noteworthy interest or value.
3. It is identified with historic personages or with important events in local, state or national history.
4. It embodies distinguishing architectural characteristics valuable to a study of a period, style, method of construction, or the use of indigenous materials or craftsmanship, or is a unique or rare example of an architectural design, detail or historical type valuable to such a study.
5. It is a significant or a representative example of the work or product of a notable builder, designer or architect.
6. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City.[24]

An historic district is defined by the City of Santa Monica as "a geographic area or noncontiguous grouping of thematically related properties that may be designated a Historic District if the City Council finds such area meets one of the following criteria, outlined in the Santa Monica Municipal Code [§9.56.100(B)]:

1. Any of the criteria identified in Section 9.56.100(A)(1) through (6).
2. It is a noncontiguous grouping of thematically related properties or a definable area possessing a concentration of historic, scenic or thematic sites, which contribute to each other and are unified aesthetically by plan, physical development or architectural quality.
3. It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning.
4. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City.[25]

[24] Santa Monica Municipal Code §9.56.100 Landmark or Historic District Designation Criteria (A) (1-6).
[25] Santa Monica Municipal Code §9.56.100 Landmark or Historic District Designation Criteria (B) (1-4).

Section 9.56.080 of this ordinance recognizes the significance of Structures of Merit and empowers the City Landmarks Commission to designate such structures. The City Landmarks Commission may designate such structures if the structure possesses one of the following characteristics:

A. The structure has been identified in the City's Historic Resources Inventory.
B. The structure is a minimum of 50 years of age and meets one of the following criteria:
    1. The structure is a unique or rare example of an architectural design, detail or historical type.
    2. The structure is representative of a style in the City that is no longer prevalent.
    3. The structure contributes to a potential Historic District.

Section 9.56.140 of the ordinance empowers the Landmarks Commission, or the City Council on appeal, to issue a certificate of appropriateness for any proposed alteration, restoration, construction, removal, relocation, demolition, in whole or in part, of or to a Landmark or Landmark Parcel, or of or to a building or structure within a Historic District.

4.5.4 Environmental Impacts

4.5.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides the following screening question that addresses potential impacts to historical resources. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G question regarding historical resources, a project would have a significant impact on these resources if the project would:

> **HIST-1**: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Analysis of impacts to historic architectural resources that qualify as historical resources (as defined in *CEQA Guidelines* Section 15064.5) requires that a lead agency shall first determine whether a building, structure, object or feature is a historical resource. If the lead agency determines a historic architectural resource is a historical resource, its significance may be materially impaired for the reasons outlined below. Typically, the significance of a historical resource of an architectural or structural nature is materially impaired through demolition or alteration. The resource may also be materially impaired by incompatible adjacent new construction that alters the setting of the resource, thereby diminishing its integrity and significance.

According to the CEQA guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the

environment (*CEQA Guidelines* Section 15064.5(b)). A substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the historical resource (*CEQA Guidelines* Section 15064.5(b)(1)). According to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project:

- Demolishes 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, or eligibility for, inclusion in the California Register; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995) Kay D. Weeks and Anne E. Grimmer, revised by Grimmer 2017 (the "Rehabilitation Standards"), is considered to have mitigated its impacts to historical resources to a less-than-significant level (*CEQA Guidelines* Section 15064.5(b)(3)).

Methodology

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historic resource. Based on CEQA Guidelines Section 15064.5(b)(2) presented above, for purposes of this analysis the Project would have a significant impact on historical resources if it would demolish, destroy, relocate, or alter a historical resource or its setting such that its historical significance or integrity as a historical resource would be materially impaired, rendering it no longer eligible as a historical resource. The analysis of the Project's potential impacts on historic resources is based on several reports:

- Miramar Santa Monica, 101 Wilshire Boulevard, Santa Monica, California, Preservation Plan prepared by Chattel, Inc., October 28, 2019 (Preservation Plan), provided in Appendix D-1;
- Conformance Report prepared by Chattel, Inc., April 10, 2018 (2018 Conformance Report) and the Memorandum by Chattel, Inc., September 27, 2019 (2019 Memorandum) that is an update to the 2018 Conformance Report, provided in Appendix D-2;[26]

[26] 2018 Conformance Report was based on review of the design drawings by Pelli Clark Pelli Architects (PCPA) and Gustafson Guthrie Nichol (GGN) for the Project dated February 15, 2018 (original submittal), and the 2019 Conformance Report was based on review of the August 29, 2019 modifications prepared by PCPA and GGN (revised package).

- City Landmark Assessment and Evaluation Report (2012 Landmark Report) prepared by PCR Services Corporation, which is provided in Appendix D-3; and
- Historic Resources Assessment report (2010 Assessment Report) prepared by Chattel, Inc., provided in Appendix D-4.

A general survey of the Project Site and vicinity was undertaken for the purpose of analyzing potential Project direct and indirect impacts to historical resources. Project plans were reviewed for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Rehabilitation Standards) and compliance with CEQA 15064.5, particularly with regard to proposed changes to historical resources, including the Moreton Bay Fig tree and the Palisades Building under Rehabilitation Standards 1 through 8, and also with regard to the compatibility of the Project with the existing historical resources on the Project Site and in the surrounding vicinity under Rehabilitation Standards 9 and 10, discussed in greater detail below.

4.5.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR contains DCP MM CR-1: Historic American Building Survey (HABS) Documentation. However, this mitigation measure is not applicable since it pertains to demolition or alteration of a historic resource that cannot comply with the Secretary of the Interior's Standards and Guidelines. The historical resources on the property would be retained and rehabilitation of the Palisades Building would be completed in accordance with the Rehabilitation Standards, as described in detail in the 2019 Preservation Plan and the 2018 Conformance Report and 2019 Memorandum prepared by Chattel, Inc., included in Appendix D-1 and D-2, respectively, of this EIR.

4.5.4.3 Project Characteristics

Rehabilitation of Palisades Building

The Project includes a scope of work for rehabilitation of the Palisades Building, including painting the currently unpainted brick exterior, removing paint from the overpainted terra cotta cladding, repairing and repainting it, and reestablishing a rooftop sign. The scope of work has been guided by a period of significance for the Palisades Building of 1940-1958 previously identified by Chattel Inc., in the 2018 Conformance Report, which is provided in Appendix D-2 of this EIR. However, the period of significance for the Palisades Wing begins in 1924, the date of its construction.[27]

The Applicant engaged conservator Rosa Lowinger Associates (RLA) to evaluate both the condition of the brick and terra cotta and the appropriateness of the treatments proposed for

[27] PCR Services Corporation, Miramar Hotel, City Landmark Assessment and Evaluation Report, December 2012, page 15; STOA 12LM-002 (101 Wilshire Boulevard) (March 2013). See Appendix D-3 of this EIR.

rehabilitation of the Palisades Building. The RLA studies are included in the 2019 Memorandum update of the 2018 Conformance Report provided in Appendix D-2.

In future stages of design development, more detailed drawings documenting treatment to the Palisades Building would be brought to the Landmarks Commission for a Certificate of Appropriateness with regard to the proposed rehabilitation scope of work for painting the brick and terra cotta, treatment of windows and doors, reestablishment of a rooftop sign, and raising the grade at the open space on the west side of the Palisades Building. The approach to rehabilitation of the Palisades Building is presented under the headings below.

Brick

From the 1924 date of construction until approximately 1940, the brick exterior of the Palisades Building was unpainted. A circa 1940 historic photograph shows the brick exterior painted a white or off-white color, which remained as the treatment until some point between 1974 and 1992 when the long-standing paint was removed from the brick by abrasive sandblasting and it was inconsistently repointed with flush mortar, creating an unsightly appearance.

The brick remains unpainted today. The Project would involve painting the brick exterior in a color similar to those during the 1940-1958 period of significance. Painting the brick is proposed to conserve the material, prevent future deterioration of the material, and return the Palisades Building to its appearance during the period of significance.

RLA investigated the condition of the sandblasted brick and determined that it was not retaining water. Furthermore, it was concluded that painting the brick would be a safe and appropriate treatment, and recommended that even if the brick were to remain unpainted, a clear coat would be applied to protect the brick from additional weathering due to the salinity of the marine environment, and from sun and thermal effects. Prior to painting the building, RLA recommended the brick be cleaned, and a paint “stack” be selected and subjected to removal tests prior to wholesale application. Rehabilitation of the Palisades Building incorporates these recommendations, and the further refined treatment of the brick would conform with the Rehabilitation Standards and be approved by the Landmarks Commission in a Certificate of Appropriateness (or such other process as may be specified in the Development Agreement for the Project).

Terra Cotta

The terra cotta decorative elements of the building were originally unpainted. Currently they exhibit various degrees of overpainting, with more paint layers at the first floor than at upper floor window sills and cornices.

RLA investigated the condition of the terra cotta decorative elements and conducted paint stripping tests at the first floor. Based on its investigation, RLA recommends Savogran Strypeeze® Semi-Paste Stripper as a safe and effective product to remove the paint without damage to the terra cotta. RLA recommends two different Edison Coatings, Inc. products for patching any locations of material loss and for raking and repointing the joints following paint removal. At this time, RLA

recommends leaving the terra cotta unpainted due to the varying degrees of material and glaze spalling, disaggregation, and biological growth the terra cotta exhibits which RLA speculates is due to the current coating system. While RLA does not recommend painting the terra cotta, they note that there may be mineral-based paints which would offer a level of breathability and reversibility which would make painting an appropriate treatment.

Removing paint from the terra cotta would allow for repointing of previous crack repairs and repair of new cracks to occur which is particularly important at the first floor where additional cracking and possible earthquake damage may currently be hidden. While repainting the terra cotta in a gray or contrasting color is the desired treatment in the Project, the Applicant will continue to study whether this is an appropriate treatment considering recommendations made by RLA and may be more informed once the paint is removed from the terra cotta and the extent of the damage is known.[28] Rehabilitation of the Palisades Building incorporates these paint removal recommendations with final determination on the treatment of the terra cotta to be in accordance with the Rehabilitation Standards and determined during the Landmarks Commission's Certificate of Appropriateness process (or such other process as may be specified in the Development Agreement for the Project).

Windows & Doors

The Project includes retention of the fenestration pattern and existing windows and single-light glazing. However, during the period of significance, the building featured hung windows with multi-light upper sashes. The original submittal and revised drawings both include retention of the existing windows and single-light glazing. In future design development the Applicant has indicated that the Project design team will consider evaluating and replacing existing windows in accordance with the Rehabilitation Standards.

As part of the Project, five first floor windows on the south and west courtyard elevations facing the Palisades Garden would be altered to become doors to private guestroom terraces. Additionally, windows would be replaced with doorways on all floors of the Palisades Building at the connection on the short south elevation with the hyphen to the Ocean Building and at the connection on the short west elevation with the hyphen to the California Building. On the north elevation, a double door exit at the first floor would remain. On the east elevation, a service entrance at the basement would remain. Rehabilitation of the Palisades Building includes retention of existing windows with final approval to be in accordance with the Rehabilitation Standards and determined during the Landmarks Commission's Certificate of Appropriateness process (or such other process as may be specified in the Development Agreement for the Project).

Roof and new rooftop sign

The building originally had a mission tile roof. Currently the building has a replacement standing seam metal roof. The Project would not include any change to the existing roof.

[28] Since the condition of the terra cotta cannot be determined until the paint is removed, it is unknown whether the terra cotta would be left unpainted and returned to its original appearance after the repairs are completed, or if the terra cotta is so damaged that repainting would be necessary.

The Project would reestablish a west-facing rooftop sign at the location of a non-extant, historic roof sign as evidenced by historic photographs. While the new signage program for the Miramar Santa Monica has not been fully developed, Figure 2-11 (Chapter 2, Project Description, of this EIR), presents a rendering showing the design concept for how this rooftop sign would generally appear, subject to potential changes and refinements based on City and Landmarks Commission review.

The no-longer-extant rooftop sign was constructed on a steel frame at the westward slope of the roof. As evidenced by historic photographs, the sign was constructed circa 1940 to read "HOTEL MIRAMAR" in sans-serif block typeface and was removed at some point between 1950 and 1969.

While the new rooftop sign would generally be a reconstruction, the typeface is proposed to take inspiration from the historic, non-extant main entry neon sign at grade which had a script-style typeface, rather than reconstructing the sans-serif block typeface that existed on the historic rooftop sign.

Raising the grade

As part of the Project, the grade would be raised at the Palisades Garden located between the California Building, Palisades Building, and Ocean Building. Currently the grade is depressed at the entrance to the Palisades Building, where steps are needed to gain access to the building. Consistent in the original submittal and revised package, the grade would be raised to improve accessibility to Palisades Building and across the Project Site, creating a level transition between the California, Palisades, and Ocean Buildings and the Palisades and Miramar Gardens. Raising the grade also helps to reestablish the entry to the Palisades Building on the west elevation as the primary access point and further integrates the Palisades Building into the new Palisades Garden open space. Rehabilitation of the Palisades Building includes this raised grade, with final approval to be in accordance with the Rehabilitation Standards and as determined during the Landmarks Commission's Certificate of Appropriateness process (or such other process as may be specified in the Development Agreement for the Project).

Hyphens

At the short west elevation of the Palisades Building, a glass hyphen is proposed to be constructed to connect to the California Building and at the short south elevation of the Palisades Building, a glass hyphen would also be constructed to connect to the Ocean Building. The hyphens serve to connect the Ocean, Palisades, and California Buildings functionally, as well as aesthetically to create a cohesive and unified design which embraces the Palisades Building. Both hyphens expose much of these elevations of the Palisades Building. The hyphens are intended to be shorter in height than the eaves of the Palisades Building, minimizing their size and scale in order to not detract from the Palisades Building. Rehabilitation of the Palisades Building would include these redesigned hyphens, with final approval and design of the hyphens to be in accordance with the Rehabilitation Standards and as determined during the Landmarks Commission's Certificate of Appropriateness process (or such other process as may be specified in the Development Agreement for the Project).

Moreton Bay Fig Tree (the Ficus)

The Moreton Bay Fig Tree (the Ficus), planted in approximately 1899, dates to the period of Senator Jones' ownership of the estate (Hotel Parcel or Landmark Parcel) and was reportedly planted by members of the Jones family, including his wife Georgina. The Ficus would be preserved and integrated into the new Miramar Gardens as a primary feature of the Project Site. Below grade, the existing basement wall to the east of the Moreton Bay Fig tree would be retained. Two-foot shoring walls with internal bracing would be constructed to avoid damage to the roots or undermining the soil. At grade, the existing circular driveway around the tree would be removed, and an elliptical-shaped walkway, pedestrian deck and bench would be constructed around the tree. The pedestrian deck would be supported by micropiles that would allow beneficial airspace flow, nutrients, and water to reach the tree roots. The ring-shaped bench would protect the buttressed tree roots to ensure the long-term health of the tree. Above, the tree canopy would be maintained through a pruning and routine maintenance plan as set forth in the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program*, prepared by BrightView Tree Company, dated February 26, 2018, which is included in Attachment A of the Preservation Plan in Appendix D-1 of this EIR. And, as further described in Section 4.3, *Biological Resources*, of this EIR, the Project also incorporates a Tree Protection Plan as a Project Design Feature (see PDF BIO-1), to ensure protection of the Fig Tree during construction of the Project.

Project Design Feature

Historic preservation is an objective of the Project, including rehabilitation of the Palisades Building and opening views to and prolonging the health and lifespan of the Moreton Bay Fig Tree. Accordingly, the Applicant has developed a draft Preservation Plan to help support the Project objectives and conform with applicable Rehabilitation Standards. The draft Preservation Plan, prepared by Chattel Inc., is provided in Appendix D-1, of this EIR. While the draft Preservation Plan will be subject to refinement as the design advances, and through City and Landmarks Commission review, the purpose, components and performance standards for the Preservation Plan, are formally incorporated into the Project as set forth in the Project Design Feature (PDF) presented below.

> **PDF HIST-1: Preservation Plan.** A Preservation Plan shall be prepared as part of the Project to help support conformance with the Rehabilitation Standards, as the Santa Monica Municipal Code § 9.56.140 (G) requires use of the Rehabilitation Standards for analysis related to issuance of Certificate(s) of Appropriateness or equivalent permit(s). The Preservation Plan will establish professional standards by which the preservation aspects of the Project will be executed and enforced. At a minimum, the Preservation Plan shall address the following:
>
> **Rehabilitation of Palisades Building**
>
> - *Brick.* Establishment of brick treatments, including processes and materials for cleaning, testing, repair, painting or coating in conformance with Rehabilitation Standards.

- *Terra Cotta.* Establishment of treatments for testing, cleaning, paint removal, repair, repointing, and painting or coating in conformance with Rehabilitation Standards.
- *Windows and Doors.* Treatments related to removal, alterations and or replacement of windows and doors in conformance with Rehabilitation Standards.
- *Rooftop Sign.* Design details for a new rooftop sign at the western slope of the Palisades Building to take inspiration from the non-extant historic sign. Specifications shall be established for the size, materials, colors, typeface, placement and other characteristics to support compatibility with the building and conformance with Rehabilitation Standards, particularly Standards 3 and 6. The final design shall be in compliance with the Rehabilitation Standards such that the sign correlates well with the historic sign's character- defining features as to size, shape, and design and while avoiding creating a false sense of history.
- *Grade Changes.* Design details for raising the grade at the Palisades Garden between the California Building, Palisades Building, and Ocean Building. The proposed change is to improve accessibility to the Palisades Building and across the Project Site, by creating a level transition between the buildings and the Palisades Garden and Miramar Gardens, while helping reestablish the entry to the Palisades Building on the west elevation as the primary access point and to further integrate the Palisades Building into the new Palisades Garden. The final grade change and associated connections to the Palisades Building shall be in conformance with the Rehabilitation Standards.
- *Hyphens.* Construction of largely transparent architectural hyphens are proposed to connect new construction with the Landmark Building in a manner respectful of the Palisades Building. The final design of the hyphens shall expose much of the elevations of the Palisades Building and be at or shorter in height than the eaves of the Palisades Building, to minimize their size and scale in order to not detract from the Palisades Building. Final design of the hyphens shall be in conformance with the Rehabilitation Standards.

The Moreton Bay Fig Tree

- The Moreton Bay Fig Tree (the Ficus) shall be preserved and integrated into the new Miramar Gardens as a primary feature of the Project Site. Below grade, the existing basement wall to the east of the Moreton Bay Fig shall be retained. Shoring walls with internal bracing (in lieu of tiebacks) shall be constructed (where excavation is needed for the subterranean garage) to avoid damage to the roots or undermining of the soil. At grade, the existing circular driveway around the tree would be removed, and an elliptical-shaped walkway, pedestrian deck and bench would be constructed around the tree. The pedestrian deck shall be supported by micropiles that allow beneficial airspace flow, nutrients, and water to reach the tree roots. The ring-shaped bench shall protect the buttressed tree roots to ensure the long-term health of the tree. The tree canopy shall be maintained through a pruning and routine maintenance plan as set forth in the 2018 Brightview Report. Final design, monitoring and implementation of improvements in proximity to the Moreton Bay Fig tree shall be subject to review by a qualified arborist and where warranted by a qualified historic preservation architect for conformance with Rehabilitation Standards.

Prior to approval of final Project design plans, the Preservation Plan shall be refined and submitted to City Staff, and revised as required to support final approval and ensure conformance with the Rehabilitation Standards and the criterion specified in Santa Monica Municipal Code § 9.56.140 (A) and (C) for issuance of Certificate(s) of Appropriateness or equivalent permit(s). Upon issuance of the Project's building permit, the Applicant shall engage a qualified historic preservation architect, structural engineer, arborist and general contractor, subject to City Staff approval of their respective credentials, to execute work in compliance with the final Preservation Plan.

4.5.4.4 Project Impacts

HIST-1: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5

Impact Statement HIST-1: *The Palisades Building and Moreton Bay Fig Tree are considered historical resources pursuant to CEQA. Although the Project would demolish the Ocean Building, the Administration Building, and six bungalows, the historical resources located on the Hotel Parcel would be retained. The Project would retain and preserve the Moreton Bay Fig Tree and would retain and rehabilitate the Palisades Building. The Project would incorporate a Preservation Plan to ensure the historical significance of the Moreton Bay Fig Tree and the Palisades Building are retained, along with a Tree Protection Plan to address potential construction effects on the Moreton Bay Fig Tree. The Project would not demolish, destroy, relocate, or alter the integrity of a historical resource such that its eligibility for listing on a register of historical resources would be lost. Therefore, potential direct impacts to on-site historical resources would be less than significant.*

However, during construction of the Project, groundborne vibration effects have the potential to cause indirect structural damage to historical resources on the Project Site and in the nearby vicinity. On the Hotel Parcel, implementation of MM NOISE-2 would reduce groundborne vibration impacts on the on-site historic Palisades Building to a less than significant level. However, for the Second Street Parcel, the consent of off-site property owners would be required to implement MM NOISE-2. Because the consent of off-site property owners cannot be guaranteed, it is conservatively concluded that construction of the 100% affordable housing building could result in significant and unavoidable impacts on the historic building located at 1137 2nd Street.

Analysis of Potential Direct Impacts

Demolition of Non-Contributing Buildings

The nine buildings proposed for demolition are as follows: Administration Building, Ocean Tower, and the six bungalows. Based on the 2010 Chattel HRA and the 2013 Landmarks Commission STOA, these buildings do not appear to be significant under any Santa Monica Landmark Ordinance criteria and are non-contributing buildings to the Landmark Parcel. As the demolition would be of non-contributing buildings only, and does not adversely impact contributing improvements, demolition of the Administration Building, Ocean Tower and the six bungalows would result in a less than significant impact.

Rehabilitation of the Palisades Building

There are two periods of significance identified with the Hotel Parcel (Landmark Parcel). The period of significance of 1888-1912 has been identified for the Landmark Parcel, the era during which Senator John P. Jones constructed the Miramar residence and resided at the property. The Moreton Bay Fig Tree in the entrance court of the existing Miramar Hotel driveway was planted before 1900 by Jones' second wife, Georgina Frances Sullivan and is one of the earliest tree plantings in the City. The second period of significance is 1924, the year in which the Renaissance Revival-style Palisades wing designed by architect William Ache was complete.[29] However, a period of 1940-1958 has been identified for the proposed rehabilitation of the Palisades Building that is currently attached to a newer building that serves as the primary wing of the Miramar Hotel. This rehabilitation approach is based upon historical documentation, existing physical conditions and preservation recommendations that take both the physical conditions and historic chronology of the Palisades wing into account. Despite multiple renovations to the property as a whole, the Palisades Building still retains integrity. Historic photographs indicate the Palisades Building was unpainted from 1924 to approximately 1940; then it was painted. The most apparent alterations are the removal of paint/exposure of the raw brick by sandblasting (1980s) that removed the fire-hardened surface of the brick, the application of thick, unraked, pointing mortar between the bricks, the coating of the glazed terra cotta cladding with paint, and the replacement of the hung windows with the existing sliders.

Brick Treatment

Although originally unpainted, during the 1940-1958 period, the Palisades Building had white painted brick exterior walls. The Project includes painting the currently unpainted brick exterior. A condition assessment and treatment recommendations addressing the condition of the brick and terra cotta and the appropriateness of the proposed treatments by the Project has been completed by RLA (RLA Assessment), and is provided as Attachment B of the 2019 Conformance Report, which is contained in Appendix D-2 of this EIR.

As further described in the RLA Assessment, while the existing mortar pointing is in stable condition, it deviates from the original appearance of the Palisades Building as seen in the historic photographs and the brickwork lacks integrity as a result of the sandblasting of the brick and inappropriately executed mortar repointing in the 1980s. Although sandblasting may have affected the integrity of the brick, the RLA Assessment indicates the brick remains in stable condition. Brick testing conducted by RLA demonstrates minimal liquid absorption into the brick at lower levels and only slightly higher porosity at upper levels of the brick masonry. To address concerns about the potential irreversibility of painting the brick, the Preservation Plan specified in PDF HIST-1, and included in draft form in Appendix D-1 of this EIR, includes provisions to ensure painting of the brick would be done correctly, using appropriate barriers to increase reversibility, and to protect it from additional weathering due to exposure to salinity and thermal effects of high sun and heat. If the brick is not going to be painted, use of a clear coat to provide resistance to salinity and thermal effects is recommended. Therefore, with incorporation of the

[29] PCR Services Corporation, Miramar Hotel, City Landmark Assessment and Evaluation Report, December 2012, page 15; STOA 12LM-002 (101 Wilshire Boulevard) (March 2013). See Appendix D-3 of this EIR.

Preservation Plan into the Project, as specified in PDF HIST-1, the treatment of the brick under the Project would conform with the Rehabilitation Standards and would have a less than significant impact.

Glazed Terra Cotta Treatment

While the glazed terra cotta at the first-floor exterior was originally unpainted and based on photographic evidence this unpainted condition continued as late as 1959, it is likely that the terra cotta was damaged in the 1994 Northridge Earthquake and was later overpainted most likely to conceal damaged areas. The Project would remove the existing paint from the terra cotta using the gentlest means possible in conformance with the Rehabilitation Standards. Once exposed, the condition of the terra cotta would be evaluated, and additional treatment of the terra cotta would be determined under the Preservation Plan specified in PDF HIST-1. As the terra cotta was originally unpainted and appears to have remained unpainted until at least 1959, removing the paint would be in conformance with the Rehabilitation Standards and would have a less than significant impact with implementation of the Preservation Plan under the Project.

New Rooftop Sign

The Project includes a proposed new rooftop sign designed to be evocative of the rooftop sign that was historically on the Palisades Building, specifically in terms of its location on the west roof slope, as well as its general size and shape. The original rooftop sign had sans-serif block letters before its removal at some point between 1950-1969. The typeface for the new rooftop sign is still to be determined but is currently proposed to be a script typeface inspired by the street level neon sign at the curved main entry to the subject property that was extant from circa 1946 to circa 1958. As shown in the Drawing Set, the proposed rooftop sign may not fully conform with Rehabilitation Standards 3 and 6. Reconstructing an historic feature that is no longer extant should be carried out to closely match the historic feature in size, shape, and design to avoid creating a false sense of history. In referencing the historic main entry neon sign, the new typeface could lead some to interpret the typeface (and, thus, the sign) as being historic. Recommendations to reduce adverse impacts would include recreating the block typeface evidenced by historic photographs or selecting a typeface that takes inspiration from the curved main entry, but one which is undoubtedly contemporary. The signage and branding program for the Project is still in development and, therefore, the new typeface is subject to change until the program is finalized and the team can collaborate on the appropriate solution to be presented for subsequent review. As the Project continues to advance design beyond the concept level, the Preservation Plan, along with design refinements, would be subject to review and approval by the City and Landmarks Commission to ensure conformance with the Rehabilitation Standards for issuance of Certificate(s) of Appropriateness or equivalent permit(s). Upon issuance of the Project's building permit, the Applicant would engage a historic preservation architect, structural engineer, and general contractor to execute the work in accordance with the final Preservation Plan. Therefore, with implementation of PDF HIST-1, including review and approval of a final Preservation Plan, the design and installation of the new rooftop sign would conform with the Rehabilitation Standards and would have a less than significant impact.

Construction of New Ocean Building, California Building and New Landscaping

The proposed Ocean Building and California Building are designed with particular attention to the Moreton Bay Fig Tree and the Palisades Building, and appear to be in conformance with the Rehabilitation Standards. The Project would retain and feature the Moreton Bay Fig Tree as its central focus, and the Ocean Building and California Building would connect to the Palisades Building via recessed hyphens (see Figure 2-10, Preliminary Concept for Open Space, in Chapter 2 of this EIR). The new additions, exterior alterations and related new construction would not destroy historical resources or historic materials that characterize the Hotel Parcel or historical resources in the Project Vicinity. The new work would be differentiated from the old and would be compatible with the massing, size, scale and architectural features of the Palisades Building and the Moreton Bay Fig Tree to protect the historic integrity of these resources and their environment. Furthermore, the design of the Project would not alter the surrounding setting that contributes to the eligibility of proximate historical resources, and it would not change spatial relationships or obstruct views that characterize these historical resources.

Ocean Building

The new Ocean Building would have ten floors and accessible roofs above grade, and be roughly L-shape in plan. It would be located on the southern two-thirds of the parcel and is designed around the City-designated Moreton Bay Fig Tree that would be retained and preserved. The design of the Project would allow for an uninhibited view of the Moreton Bay Fig Tree from the public right-of-way on Ocean Avenue (see Figure 2-6, Architectural Rendering from Ocean Avenue in Chapter 2 of this EIR). The Moreton Bay Fig Tree would also be partially visible from Second Street. Additionally, the Ocean Building would not encroach on the drip line of the Moreton Bay Fig Tree.

The Ocean Building would physically connect to the short south elevation of the Palisades Building by an inset hyphen. The hyphen would connect to a secondary elevation of the Palisades Building and, due to its recess, would minimally impact historic fabric. Additionally, the contemporary design and materials would differentiate the Ocean Building from the Palisades Building. Furthermore, the Ocean Building would replace the existing Ocean Tower, which is of similar height, and there would be no significant change in scale of the new construction under the Project compared to existing conditions. Once the existing Ocean Tower was constructed in 1959, the Palisades Building became a subordinate building. Under the Project, the Palisades Building would similarly become a subordinate building to the Ocean Building (see Figure 2-9, Architectural Rendering of Second Street and Wilshire Boulevard Corner, in Chapter 2 of this EIR). The new Ocean Building would not destroy historic fabric, would be connected to a secondary elevation of the Palisades Building via a hyphen, would not overwhelm the historic building in massing, size, scale, or design, and would preserve the historic character, form, significant materials, and features of the Palisades Building. Additionally, the Ocean Building would be shaped to appropriately accommodate and preserve the Moreton Bay Fig Tree. In all, the design of the Ocean Building is in conformance with the Rehabilitation Standards as it relates to new construction adjacent to the historic building and tree. Therefore, the proposed Ocean Building would have a less than significant impact on the Moreton Bay Fig Tree and the

Palisades Building because the eligibility of the historical resources as a designated City Landmark would be retained.

California Building

The new California Building would be rectangular in plan and similar in scale to the Palisades Building, located near the northwest corner of the parcel. The California Building would be connected to the west elevation of the contributing Palisades Building by a recessed hyphen. As shown in **Figure 4.5-1**, *Simulation of Project from California Avenue Looking South*, the hyphen would connect to a secondary elevation of the Palisades Building (west elevation) and, due to its recess and independent structural support, would not materially impact historic fabric~~()~~. Additionally, the contemporary design and materials would differentiate the California Building from the Palisades Building. As shown in **Figure 4.5-2**, *Comparison of Palisades Building and California Building Facades*, the California Building is proposed to be similar in scale to the Palisades Building—and the architectural design of the California Building directly references the rhythm, proportions, and vertical and horizontal lines of the historic Palisades Building's architecture. The new California Building would be differentiated from yet compatible with the Palisades Building in design and would not overwhelm the Palisades Building in massing, size, or scale. Additionally, the historic character, form, significant materials, and features of the Palisades Building would be retained and preserved. In all, the design of the California Building is in conformance with the Rehabilitation Standards 9 and 10 as they relate to new construction adjacent to the historic building. Therefore, the proposed California Building would have a less than significant impact on the Palisades Building because the eligibility of the historical resource as a designated City Landmark would be retained.

Construction of Subterranean Parking

The proposed design of the new subterranean parking takes steps to avoid contact with the Palisades Building and the root system or drip line of the Landmark Moreton Bay Fig Tree. The perimeter walls of the subterranean parking would not extend into the drip line of the tree and would only connect to the foundation of the Palisades Building in two locations at lower level 1, where the Palisades Building would allow pedestrian entry to the subterranean parking. The subterranean parking would not destroy historic materials at the Palisades Building, would not encroach on the Moreton Bay Fig Tree drip line, and would not be visible above grade, thus, it is in conformance with the Rehabilitation Standards. Therefore, the proposed new Subterranean Parking would have a less than significant impact on the Moreton Bay Fig and the Palisades Building.

SOURCE: Pelli Clark Pelli Architects, 2019

Miramar Hotel Project

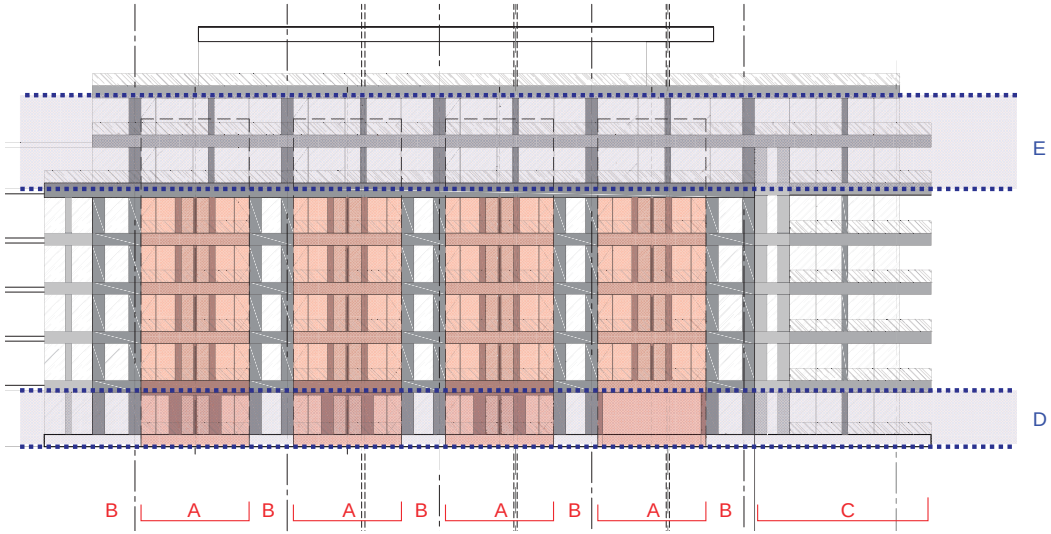
Figure 4.5-1
Simulation of Project From California Avenue Looking South

ESA

D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

PALISADES BUILDING ELEVATION

UPDATED CALIFORNIA BUILDING ELEVATION



The design of the new California Building directly references the architectural rhythm and spacing of the historic Palisades Building's vertical and horizontal elements.

D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

SOURCE: Pelli Clark Pelli Architects, 2019

Miramar Hotel Project

Figure 4.5-2
Comparison of Palisades Building and California Building Facades

ESA

New Landscape

The proposed new landscape plan would allow for public enjoyment of the Landmark Moreton Bay Fig Tree and would introduce a new hotel garden inspired by the former historic hotel garden from the period of significance. This would enhance the cultural identity of the Landmark Parcel, which had diminished as a result of several decades of changes to the landscape. The landscape plan incorporates recommendations from the 2018 Brightview Report to ensure that the Moreton Bay Fig Tree is protected, enhances the health of the tree and implements design cues to allow visitors to view the Moreton Bay Fig Tree up-close while discouraging climbing on the buttressed root system. The new landscaping would remove existing paving around the tree and replace it with a raised deck supported by micropiles. This proposed new raised deck would protect the exposed roots and would not require additional soil or paving to raise the grade around the tree creating a significantly improved environment for the tree. Additionally, the exact placement of the micropiles would be determined by ground-penetrating radar to avoid damage to the subterranean root system. The raised deck is also designed to accommodate a bench around the perimeter of the tree to both encourage visitor access, yet subtly deter visitors from climbing on the tree roots, and a sign is also incorporated to keep people off the tree roots. Thus, the Project would protect the tree and its root system, both exposed and subterranean, and would not introduce additional features or materials that might visually detract from the Landmark tree. All proposed changes related to the tree appear to be in conformance with Rehabilitation Standards 1 and 2. While the proposed new planting would generally consist of a low-water plant palette, along with some lush palms and ferns, various mature palm trees have been studied for salvage during construction of subterranean parking and are intended for replanting on site to retain the lush character of the landscape, in conformance with Standard 2. As the new landscaping would retain and preserve the Landmark Moreton Bay Fig Tree and the Palisades Building, and would not detract from the historic character nor damage historic materials of either contributing resource, the new landscape plan is in conformance with the Rehabilitation Standards. Furthermore, protection and treatment recommendations for the Moreton Bay Fig during construction and for its long term maintenance are incorporated into the Preservation Plan as set forth in PDF HIST-1, and in the Tree Protection Plan (PDF BIO-1), as presented in Section 4.3, *Biological Resources*, of this EIR. Therefore, the proposed New Landscape under the Project would have a less than significant impact.

Conformance with the Secretary of the Interior's Standards

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing, Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Kay D. Weeks and Anne E. Grimmer, revised by Grimmer 2017 (the "Rehabilitation Standards") shall be considered as mitigated to a level of less than a significant impact on the Historical Resource.[30]

[30] California Environmental Quality Act, 15064.5 (3).

The Project has been reviewed and does conform to the guidelines set forth in Rehabilitation Standards as discussed below.

Standard 1*: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

The Hotel Parcel would be used as it was historically, as a resort hotel consistent with its long-standing historic use. The Palisades Building, Moreton Bay Fig Tree and single-block parcel are being retained, preserved and rehabilitated through conformance with a Preservation Plan, PDF HIST-1, that is proposed as part of the Project. The Project would involve construction of two new buildings with mixed hotel and residential uses – the Ocean Building and the California Building – which would connect to the Palisades Building via recessed hyphens that would lightly touch the Palisades Building without damaging, altering or materially impairing the historic building. Rehabilitation and treatment of the Palisades Building would be completed in accordance with the Preservation Plan pursuant to PDF HIST-1 (see Appendix D-1 for the draft Preservation Plan) to ensure full conformance with the Rehabilitation Standards. The new Ocean Building would be located on the southern two-thirds of the parcel around the Moreton Bay Fig Tree, which would be preserved and integrated with new landscaping. The 2007 Tree Work Plan developed by the arborist team at ValleyCrest Tree Company (predecessor to Brightview Tree Company) establishes appropriate pruning and other routine maintenance. The subsequent *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program*, prepared by BrightView Tree Company, February 26, 2018 (2018 BrightView Report), provides guidelines for the protection and treatment of the Moreton Bay Fig Tree, which is incorporated in PDF HIST-1 (Appendix D-1) and PDF BIO-1. Prior to commencement of construction activities on the Project Site, training for construction contractors working around the Moreton Bay Fig Tree would be provided by a licensed arborist in accordance with Section 8: Protection, Preservation and Maintenance program of the 2018 Brightview Report. The Moreton Bay Fig Tree would be protected throughout construction by implementation of the tree protection measures outlined in the 2018 Brightview Report.

The Second Street Parcel is currently improved with a 64-space paved parking lot used for hotel valet guest and employee parking. A new 100% Affordable Housing development consisting of a multi-family residential building of up to six stories and with a maximum height of 60 feet, up to 41,250 sf of floor area, and one level of subterranean parking would be constructed on the Second Street Parcel. Adjacent to the Second Street Parcel on the south, is a two-story brick Regency Moderne style medical office building located at 1137 2nd Street, which is identified in the City's Historic Resources Inventory as individually eligible for local listing and is considered a historical resource pursuant to CEQA.[31] The Project would not materially impair the adjacent historical resource's distinctive materials, features, spaces, and spatial relationships which would not be physically altered or impacted by the Project. Therefore, the Project would conform to Standard 1.

[31] The property adjacent on the north is The Huntley Hotel, located at 1111 2nd Street, which has not been identified in previous surveys and is not considered a historical resource pursuant to CEQA.

***Standard* 2:** *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

The Palisades Building, Moreton Bay Fig Tree and single-block parcel are being retained and preserved under the Project. Rehabilitation of historical resources under the Project would be governed by a Preservation Plan, as discussed above. The Palisades Building would be retained and rehabilitated and its features and finishes, spaces and spatial relationships would be preserved. Likewise, the Moreton Bay Fig Tree would be retained, protected and maintained as specified under the 2018 Brightview Report. The Project would enhance the surrounding environment of the Moreton Bay Fig Tree because the existing pavement would be removed, the roots and branches would be protected, and it would be integrated into a new landscape. The Preservation Plan that would govern the rehabilitation program for historical resources and would ensure that the historic character of the resources within the property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property would thus be avoided. Therefore, the Project would conform with Standard 2.

Standard 3*: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

The Project does not propose changes that may create a false sense of historical development. The architectural design of the Project is contemporary and does not add conjectural features or elements from other historic properties. Therefore, the Project would conform with Standard 3.

Standard 4*: Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The Project would protect and enhance the single-block parcel, Moreton Bay Fig Tree, and Palisades Building. As discussed above, changes that have acquired historic significance in their own right would be retained and preserved. The Palisades Building would be rehabilitated to the period during its period of significance when the brick was painted, the terra cotta cladding was unpainted, and a roof top sign existed. The existing Moreton Bay Fig Tree would be maintained in its current state as mature specimen. Therefore, the Project, including the Preservation Plan pursuant to PDF HIST-1, conforms to Standard 4 because it ensures that changes to the Hotel Parcel that have acquired significance would be retained and preserved.

Standard 5*: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The Project would retain the distinctive materials, features, and finishes that characterize the property. Rehabilitation of the Palisades Building under the Project would be governed by its proposed Preservation Plan, as discussed above. The Palisades Building would be retained and rehabilitated and its materials, features and finishes would be preserved. Likewise, the Moreton

Bay Fig Tree would be retained, protected and maintained as specified under the 2018 Brightview Report. Therefore, the Project conforms to Standard 5.

Standard 6*: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Under the Project, the exterior character-defining features of the Palisades wing would be repaired rather than replaced. Where materials or features are deteriorated beyond repair, they would be replaced in kind to match the old in design, color, texture, and materials. Replacement of missing features would be substantiated by documentary and physical evidence. The Project would retain and rehabilitate the Palisades Building in conformance with the Rehabilitation Standards as governed by the Preservation Plan, which would ensure the work is conducted in conformance with the Rehabilitation Standards and Guidelines. Rehabilitation work would include repair and refinishing of the brickwork and terra cotta cladding. The historic materials and finishes as well as the previous existence of a roof top sign, is substantiated by documentary and physical evidence provided in Appendices D-2, D-3 and D-4. The repairs and refinishing of the exterior building materials would be conducted pursuant to PDF HIST-1 (Appendix D-1), based upon the evidence and recommendations provided in the conservator's report (the RLA studies are included in the 2019 Memorandum update of the 2018 Conformance Report provided in Appendix D-2). Therefore, the Project conforms to Standard 6.

Standard 7*: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

The Preservation Plan includes guidelines for the proper methods for the chemical and physical treatment of the brick exterior and terra cotta cladding in conformance with the Rehabilitation Standards and current architectural conservation industry practice. Therefore, the Project conforms to Standard 7 because appropriate treatments would be undertaken using the gentlest means possible, and treatments that may cause damage to historic materials in the short term or over the long term would not be used. Therefore, the Project would conform to Standard 7.

Standard 8*: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

There are no known archaeological resources recorded within the Project Site. However, the Project Site is considered to have a moderate to high sensitivity for buried pre-historic and historic period archaeological resources. Archaeological resources are discussed in Section 4.6, Archaeological Resources, of this EIR, which includes mitigation to address any unknown resources that might be encountered during excavation into native soils. Implementation of mitigation measures to address potential impacts to archaeological resources would reduce such impacts to a less than significant level. Therefore, the Project complies with Standard 8.

Standard 9*: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new*

work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

The Project would involve construction of two new buildings with mixed hotel and residential uses – the Ocean Building and the California Building – which would connect to the Palisades Building via recessed hyphens that would lightly touch the Palisades Building without damaging, altering or materially impairing the historic building. Rehabilitation and treatment of the Palisades Building would be completed in accordance with the Preservation Plan pursuant to PDF HIST-1 to ensure conformance with the Rehabilitation Standards. The new Ocean Building would be located on the southern two-thirds of the parcel around the Moreton Bay Fig Tree, which would be preserved and integrated with new landscaping, and protected and maintained in accordance with the 2018 Brightview Report also pursuant to PDF HIST-1. The new 10-floor Ocean Building would allow for an uninhibited view of the Moreton Bay Fig Tree from the public right-of-way on Ocean Avenue. The Moreton Bay Fig Tree would also be partially visible from Second Street. Additionally, the Ocean Building would not encroach on the drip line of the Moreton Bay Fig Tree.

The contemporary design and materials of the Project would be differentiated from the Palisades Building. Furthermore, the Ocean Building would replace the existing Ocean Tower, which is of similar height, and there would be no significant change in scale of the new construction under the Project compared to existing conditions. When the existing Ocean Tower was constructed in 1959, the Palisades Building became a subordinate building to the Ocean Tower. Under the Project, the Palisades Building would similarly become a subordinate building to the Ocean Building. The new Ocean Building would be compatible in massing, size, scale and design, and would preserve the historic character, form, significant materials, and features of the Palisades Building. Additionally, the Ocean Building would be shaped to appropriately accommodate and preserve the Moreton Bay Fig Tree. Similarly, the California Building is proposed to be similar in scale to the Palisades Building—so that its massing, size, or scale would not overwhelm the historic building. The new California Building would not destroy historic fabric, and would not overwhelm the Palisades Building in massing, size, scale, or design. Additionally, the design of the California Building would preserve the historic character, form, significant materials, and features of the Palisades Building. In all, the design of the Ocean Building and California Building are in conformance with the Rehabilitation Standards as it relates to new construction adjacent to the historic Palisades Building.

The proposed design of the new subterranean parking takes sufficient steps to avoid contact with the Palisades Building and the root system or drip line of the Landmark Moreton Bay Fig Tree. The perimeter walls of the subterranean parking would not extend into the drip line of the tree and would only connect to the foundation of the Palisades Building in two locations at lower level 1, where the Palisades Building would allow pedestrian entry to the subterranean parking. The subterranean parking would not destroy historic materials at the Palisades Building, would not encroach on the Moreton Bay Fig Tree drip line, and would not be visible above grade, thus, it is in conformance with the Rehabilitation Standards.

The proposed new landscape plan would allow for public enjoyment of the Landmark Moreton Bay Fig Tree and would introduce a new hotel garden inspired by the former historic hotel garden from the period of significance. The landscape plan incorporates recommendations from the 2018 Brightview Report to ensure that the Moreton Bay Fig Tree is protected, enhances the health of the tree and implements design cues to allow visitors to view the Moreton Bay Fig Tree up-close while discouraging climbing on the buttressed root system. The new landscaping would remove existing paving around the tree and replace it with a raised deck supported by micropiles. This proposed new raised deck would protect the exposed roots and would not require additional soil or paving to raise the grade around the tree creating a significantly improved environment for the tree. Additionally, the exact placement of the micropiles would be determined by ground-penetrating radar to avoid damage to the subterranean root system. The raised deck is also designed to accommodate a bench around the perimeter of the tree to both encourage visitor access, yet subtly deter visitors from climbing on the tree roots, and a sign is also incorporated to keep people off the tree roots. Thus, the Project would protect the tree and its root system, both exposed and subterranean, and would not introduce additional features or materials that might visually detract from the Landmark tree. As the new landscaping would retain and preserve the Landmark Moreton Bay Fig Tree and would not detract from the historic character nor damage historic materials of either the Palisades Building or the Moreton Bay Fig Tree, the new landscape plan is in conformance with the Rehabilitation Standards. Furthermore, protection and treatment recommendations for the Moreton Bay Fig during construction and for its long term maintenance are incorporated into the Preservation Plan pursuant to PDF HIST-1, and the Tree Protection Plan, pursuant to PDF BIO-1. Therefore, the Project is designed in conformance with Standard 9.

Standard 10*: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Under the Project, the adjacent new construction would be undertaken in such a manner that, if removed in the future, the essential form, integrity and relationship of the historical resources including the Palisades Building, Hotel Parcel (Landmark Parcel), and Moreton Bay Fig Tree, would be retained. The new construction would not materially impair any historical resources on the Hotel Parcel or the Second Street Parcel. If the new construction would be removed in the future, the historical resources would retain their integrity and significance. Therefore, the Project would conform to Standard 10.

Indirect Impacts

In assessing the potential for the Project's new construction to have indirect effects on off-site historical resources due to incompatible design or changes to their historic setting, several historical resources in immediate proximity of the Project Site were considered: 1137 2nd Street is adjacent to the Second Street Parcel and across the street from the Hotel Parcel; the Former JC Penney Building (Banana Republic) at 1202 3rd Street on the 3rd Street Promenade is located across Wilshire Boulevard from the Project Site; 100 Wilshire Boulevard is located directly across Wilshire Boulevard from the Project Site; Palisades Park is located across Ocean Avenue directly across from the Project Site. However, the Project would not alter the surrounding setting

that contributes to the eligibility of any of these resources. The Project would not result in any new construction adjacent to or in close proximity to any of these resources, and no indirect impacts from proximate development would occur as a result of the Project. These resources are prominently located on street corners or along major boulevards, and would remain visually prominent after Project completion. The Project would not change spatial relationships or obstruct views that characterize these historical resources. None of them would be adversely impacted by the Project and they would continue to qualify as historical resources upon Project completion. The Project would not have indirect impacts on any of these historical resources due to the design of the new buildings and Project Site improvements.

Although the Project would not have indirect impacts due to its design, construction of the Project has the potential to cause structural damage to historical resources on the Project Site and in the nearby vicinity due to groundborne vibration. As further analyzed in Section 4.14, *Noise and Vibration*, of this EIR, implementation of MM NOISE-2 would reduce groundborne vibration structural damage impacts to the on-site historic Palisades Building to a less than significant level. Groundborne vibration impacts to the Palisades Building due to the development on the Hotel Parcel would be less than significant.

For the Second Street Parcel, however, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of this mitigation measure by the off-site property owner(s) of the historic structure.[32] Although voluntary acceptance by off-site property owner(s) would reduce this impact to a less than significant level, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure. Because the consent of the off-site property owner (s) cannot be guaranteed, it is conservatively concluded that unless mitigated, the 100% affordable housing building could have potentially significant and unavoidable vibration impacts on the historic building located at 1137 2nd Street. (See Section 4.14, Noise and Vibration, of this EIR for further discussion regarding construction vibration impacts.)

4.5.4.5 Cumulative Impacts

The cumulative impacts analysis evaluated whether impacts of the Project and cumulative past, pending, and approved projects, when taken as a whole, would be cumulatively considerable or would compound or increase environmental impacts on historical resources. As discussed above, the Palisades Building and the Moreton Bay Fig Tree are historical resources situated within the Hotel Parcel of the Project Site. There are no historic resources on the Second Street Parcel; however, there is one adjacent historical resource immediately adjacent south of the Second Street Parcel at 1137 Second Street. As discussed above, the Project would have a less than significant direct impact on historical resources within the Project Site and in the surrounding vicinity. Because of the Project's distance from the other historical resources and intervening development, the Project would not alter those resources or their immediate surroundings, therefore, Project would not have an indirect impact on historical buildings. There are currently three cumulative projects proposed that would not affect other historical resources in the vicinity. Two of the cumulative projects, 135 and 136, involved conversion of retail to restaurant, and have

[32] As indicated in Section 4.14, Noise and Vibration, of this EIR, construction on the Second Street Parcel would result in potentially significant construction vibration impacts to three surrounding structures, one of which is the historic resources located at 1137 2nd Street. This section addresses impacts to historic resources. Please see Section 4.14 of this EIR for further discussion regarding construction vibration effects.

been completed. Cumulative project number 3 is an approved commercial addition that would not impact historical resources. Since the Project itself would have a less than significant direct impact on historical resources, as discussed above, the Project impacts would not combine with other project impacts such that they would be cumulatively considerable and significant.

However, during construction, the Project's 100% affordable housing building would have a potentially significant groundborne vibration impact, as indicated in Section 4.14, *Noise and Vibration*, of this EIR. There are no cumulative projects nearby that would add to construction vibration impacts to historical resources. For these reasons, the Project's contribution to cumulative impacts to historic architectural resources qualifying as historical resources under CEQA would not be cumulatively considerable, and the Project, considered together with related projects, would not result in cumulative significant impacts on historic resources in the vicinity.

4.5.5 Mitigation Measures

4.5.5.1 DCP Mitigation Measures

There are no applicable mitigation measures regarding historic resources from the adopted MMRP from the DCP EIR.

4.5.5.2 Project-Specific Mitigation Measures

No mitigation measures are required due to direct impacts on historical resources or indirect impacts to on-site historical resources.

However, for the Second Street Parcel, construction of the 100% affordable housing building has the potential to generate groundborne vibration that could cause structural damage to the off-site historic building located at 1137 2nd Street. As indicated in Section 4.14, *Noise and Vibration*, of this EIR, implementation of MM NOISE-2 is required to address this impact.

4.5.6 Level of Significance After Mitigation

For the Hotel Parcel, implementation of MM Noise-2 would reduce indirect impacts from groundborne vibration to a less than significant impact on historical resources. However, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of this mitigation measure by the off-site property owner(s) of the historic structure.[33] Although voluntary acceptance by off-site property owner(s) would reduce this impact to a less than significant level, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure. Because the consent of the off-site property owner(s) cannot be guaranteed, it is conservatively concluded that unless mitigated, the 100% affordable housing building could have potentially significant and unavoidable vibration impacts on the historic building located at 1137 2nd Street.

[33] As indicated in Section 4.14, Noise and Vibration, of this EIR, construction on the Second Street Parcel would result in potentially significant construction vibration impacts to three surrounding structures, one of which is the historic resource located at 1137 2nd Street. This section addresses impacts to historic resources. Please see Section 4.14 of this EIR for further discussion regarding construction vibration effects.

4.6 Archaeological Resources

4.6.1 Introduction

This section describes the existing setting as it relates to archaeological resources and human remains and evaluates potential impacts that could occur with implementation of the Project. The analyses in this section is based on the Archaeological Resources Assessment Report prepared for the Project (Clark and Garcia, 2019), included in Appendix E, of this EIR.

Archaeology is the recovery and study of material evidence of human life and culture of past ages. Over time, this material evidence becomes buried, fragmented or scattered or otherwise hidden from view. It is not always evident from a field survey if archaeological resources exist within a project site. Thus, the possible presence of archaeological materials must often be determined based upon secondary indicators, including the presence of geographic, vegetative, and rock features which are known or thought to be associated with early human life and culture, as well as knowledge of events or material evidence in the surrounding area. In urban areas such as the Project Site and environs, archaeological resources may include both prehistoric remains and remains dating to the historical period. Prehistoric (or Native American) archaeological resources are physical remains resulting from human activities that predate written records and are generally identified as isolated finds or sites. Prehistoric resources can include village sites, temporary camps, lithic (stone tool) scatters, rock art, roasting pits/hearths, milling features, rock features, and burials. Historic archaeological resources can include refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and graves, and are generally associated in California with the Spanish Mission Period to the mid-20th century of the American Period.

4.6.2 Environmental Setting

4.6.2.1 Prehistoric Context

The chronology of Southern California is typically divided into three general time periods: the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the Middle Holocene (5,600 cal B.C. to 1,650 cal B.C.), and the Late Holocene (1,650 cal B.C. to cal A.D. 1769). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

While it is not certain when humans first came to California, their presence in Southern California by about 9,600 cal B.C. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 9,150 and 9,000 cal B.C. (Byrd and Raab, 2007). During the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the climate of Southern California became warmer and more arid and the human populations, who were represented by small hunter gathers until this point and resided mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab, 2007).

During the Late Holocene (1,650 cal B.C. to cal A.D. 1769), many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred (Erlandson, 1994; Wallace

1955; Warren, 1968). The native populations of Southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson, 1994). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab, 2007). Between about A.D. 800 and A.D. 1350, there was an episode of sustained drought, known as the Medieval Climatic Anomaly (MCA) (Jones et al., 1999). While this climatic event did not appear to reduce the human population, it did lead to a change in subsistence strategies in order to deal with the substantial stress on resources.

Given the increasing sedentism and growing populations during the Late Holocene, territorial conscription and competition became acute. Primary settlements or village sites were typically established in areas with available freshwater, and where two or more ecological zones intersected (McCawley, 1996). This strategic placement of living space provided a degree of security in that when subsistence resources associated with one ecological zone failed, the resources of another could be exploited (McCawley, 1996). Villages typically claimed and carefully defended fixed territories that may have averaged 30-square miles in size encompassing a variety of ecological zones that could be exploited for subsistence resources (McCawley, 1996).

The Late Holocene marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Trade during this period reached its zenith as asphaltum (tar), seashells, and steatite were traded from Catalina Island (*Pimu* or *Pimugna)* and coastal Southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow sometime after cal A.D. 500, which largely replaced the use of the dart and atlatl (Byrd and Raab, 2007).

4.6.2.2 Ethnographic Context

The Project Site is located in the heart of Gabrielino[1] tribal territory which, at the start of the Spanish Period (A.D. 1769 – 1821), included the Los Angeles Basin and adjacent areas, and San Clemente, Santa Catalina, and San Nicolas islands. Their mainland territory extended from the San Fernando Valley and the San Gabriel Mountains in the north to Aliso Creek and the Santa Ana Mountains in the south, and from Mount Rubidoux in the east to Topanga Canyon in the west. This territory included mountain, foothill, prairie, coastal zones, and the islands, which offered a variety of resources to Gabrielino foragers.

The Gabrielino relied on gathered wild plants and trapped or hunted animals[2] for food. Acorns and piñon nuts were food staples found only in the mountains and foothills. On the islands and

1 The Gabrielino (alternatively spelled Gabrieleño) are so called for their aggregation at the Mission San Gabriel Arcángel during the early Spanish Period. Currently, many Gabrielinos prefer the term Gabrielino-Tongva, or simply Tongva, or Kizh.

2 Plants were not domesticated and domesticated animals were limited to dogs. Archaeological data collected to date does not suggest that dogs were used for food.

coast, marine resources, especially shellfish, fish, and sea mammals, greatly supplemented terrestrial resources. Plants also provided building material and raw material for craft manufacturing such as basket making. Animal bone, skin, fur, and feathers were also used as raw material for craft manufacturing. Whale bones were sometimes used in building windbreaks and houses. Certain types of stone were quarried and asphaltum[3] was gathered for tool and container manufacturing, and for water-proofing boats. Santa Catalina Island provided abundant steatite[4] which was valued as a raw material for bowls and an array of other items, notably body ornaments.

The Gabrielino interaction sphere was considerably larger than their tribal territory *per se (*Bean and Smith 1978*)*:

> *With the possible exception of the Chumash [their westward neighbors], the Gabrielino were the wealthiest, most populous, and most powerful ethnic nationality in aboriginal southern California, their influence spreading as far north as the San Joaquin Valley Yokuts, as far east as the Colorado River, and south into Baja California.*

The Gabrielino spoke several dialects of a Cupan language in the Takic family, and neighboring tribes to the north, east, and south also spoke languages in the Takic family (Shipley 1978).

Spain established two Franciscan missions in Gabrielino tribal territory: Mission San Gabriel Arcángel, founded in 1771 in the north-central Los Angeles Basin, and Mission San Fernando Rey de España, founded 1797 in the north-central San Fernando Valley. Prior to aggregation at the missions, the Gabrielino settlement pattern included primary villages and secondary camps; both villages and camps were situated alongside fresh waterways or springs.

CA-LAN-382

CA-LAN-382 is a prehistoric site located approximately three miles from the Project Site. The site was originally recorded in 1969 by T. King. The record was updated in 1980 by C. A. Singer. The site is described as the remains of a village containing midden soils, various shell fragments, burned animal bones, numerous projectile points, andesite flakes, flaked scrapers, Monterey chert flakes, a chalcedony flake, pottery, one adult post-cranial skeleton and two Catalina steatite cups (Singer 1980).

There is also a natural springs located within the boundaries of CA-LAN-382 which is known by multiple names: Serra Springs after Father Junipero Serra, who reportedly said mass on the site in 1770 (Arbuckle 1980), Tongva Sacred Springs after the Gabrielino Tongva peoples who resided at the site, and the name that the Gabrieleno Tongva people gave to both springs and the village site, *Kuruvungna Springs*, meaning “a place where we are in the sun” (Fisher 1998). The springs are a designated California State Historical Landmark (No. 522). According to information about

3 Asphaltum is a tar-like substance that washes ashore from natural, undersea oil seepages.
4 A soft rock consisting largely of talc and also known as steatite.

the springs on the City of Los Angeles website, in the 1800s the spring served as the water supply for the city.

4.6.2.3 Historic Setting

The first European exploration of the area began in 1542 when Spanish explorer Juan Rodriguez Cabrillo arrived by sea during his navigation of the California coast. Sebastian Vizcaino arrived in 1602 during his expedition to explore and map the western coast that Cabrillo visited 60 years earlier. In 1769, the Gaspar de Portolá expedition passed through the region on its way from San Diego to the San Francisco Bay area (McCawley, 1996). When Portolá's expedition passed through the Los Angeles area, they reached the San Gabriel Valley on August 2 and traveled west through a pass between two hills where they encountered the Los Angeles River and camped on its east bank near the present-day North Broadway Bridge and the entrance to Elysian Park.

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land (State Lands Commission, 1982).

Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur (Milliken et al., 2009).

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios,[5] many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros[6] and Indian laborers (Pitt, 1994; Starr, 2007).

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership (Starr, 2007).

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California. The increased population provided an additional outlet for the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed

5 Spanish speaking, Catholic persons of Latin American descent born in Alta California between 1769 and 1848
6 Horsemen and cattle herders of Spanish Mexico and Alta California

by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts (McWilliams, 1946; Dinkelspiel, 2008). This event, coupled with the burden of proving ownership of their lands, caused many Californios to lose their lands during this period (McWilliams, 1946). Former ranchos were subsequently subdivided and sold for agriculture and residential settlement.

4.6.2.4 History of the Hotel Parcel/Project Site

The Hotel Parcel was previously developed with a private estate (known as the Miramar Residence, which featured a Queen Anne-style mansion) constructed in 1888 by one of the city's founders, Nevada Senator John P. Jones. The Miramar Residence had an expansive grass lawn, a rear arbor, and a pergola. Historic photographs show the landscape was planted with a variety of shrubs, trees, and tropical plants, including *Washingtonia robusta* palms, which still remain extant on the Hotel Parcel. The Moreton Bay Fig Tree was planted (in the middle portion of the Hotel Parcel) before 1900 by Senator John P. Jones' second wife, Georgina Frances Sullivan, and is known as one of the earliest tree plantings in the city. The Fig Tree is named after Moreton Bay in southern Queensland, although it is found elsewhere (Wuellner et al., 2012).

King Gillette (the inventor of the Gillette Razor) purchased the Miramar property in 1912. Gillette leased a portion of the property to the Santa Monica Military Academy (also known as the Westlake Military School) and sold the property in 1915 to hotelier and real estate developer J. C. H. Ivins. From 1921 to 1929, Gilbert F. Stevenson and Carrie Y. Stevenson owned the parcel. By 1924, Stevenson built the existing six-story Palisades Building. Stevenson converted the Miramar Residence into a clubhouse and constructed the ocean-side Variety Beach Club below the Palisades Building, which no longer exists. The Santa Monica Miramar Company ran the Miramar Hotel from 1932 to 1940. By 1938, all buildings with the exception of the Palisades Building were demolished in preparation for new construction. Eight bungalows were constructed along California and Ocean Avenues. A one-story Administration Building (south of the Palisades Building) was constructed in the same year. From 1944 to 1945 the United States Army Air Force Redistribution Center leased the Miramar Hotel. In 1949, Joseph Massaglia purchased the hotel and constructed the existing ten-story Ocean Tower in 1959 (Chattel Architecture Planning & Preservation, Inc., 2010).

Sanborn Fire Insurance Maps (Sanborn Maps) and historic aerial photographs were examined to provide historical information about land uses of the Project Site and to contribute to an assessment of the Project Site's archaeological sensitivity. Review of the 1891 Sanborn Map indicates that a tennis court was built along the eastern portion of the Hotel Parcel (along Second Street) and that the Miramar Residence (depicted as "Senator Jones' Residence") was constructed close to Nevada Avenue (currently Wilshire Boulevard). The 1902 Sanborn Map shows four structures including a stable, two green houses and a structure (labeled as "Yard") inside a rectangular-shaped "Hedge Fence" located in the northern portion of the parcel. A long "Hedge Fence" (following a northeast to southwest alignment) is shown as dividing the rectangular-shaped "Hedge Fence" from the tennis court and Miramar Residence. A water supply line is shown as bisecting the Hotel Parcel and following a southeast to northwest alignment.

The 1909 Sanborn Map continues to show the Miramar Residence and a few changes appear to have been made to the northern portion of the parcel, such as that some of the structures observed in the 1902 Sanborn Map have been modified and a shed has been added. The 1918 Sanborn Map exhibits two garages, a structure labeled as "Lattice", and two unnamed small structures on the northern portion of the parcel. The Westlake Military School (also known as the Santa Monica Military Academy) is depicted for the first time along California Avenue. The Miramar Residence is depicted with no changes.

The 1950 Sanborn Map shows that the Palisades Building (depicted as "The Miramar Apartments") is located in the northeast portion of the parcel. Bungalows (depicted as "The Miramar Hotel Cottages") have been constructed in an L-shape along California and Ocean Avenues. The Westlake Military School is no longer depicted. A lobby, kitchen, and banquet room (which form part of the existing Administrative Building for the Miramar Hotel) are observed as located immediately southeast of the Palisades Building and a swimming pool has been developed in the center of the property. The Miramar Residence is no longer depicted by 1950. The 1965 Sanborn Map shows no visible changes within the parcel. The 1986 Sanborn map indicates that the Ocean Tower (10-floor hotel building) has been constructed in the middle portion of the parcel. Review of historic aerial photographs from 1994, 2002-2005, 2014, 2018, and a current aerial from 2019 indicate that no major changes have occurred within the Hotel Parcel.

The 1891 Sanborn Map indicates that the Second Street Parcel is undeveloped. The 1909 Sanborn Map exhibits two dwellings and additional unknown structures in the back of each dwelling. The 1918 Sanborn Map shows that one of the dwellings on the eastern half of the parcel has been removed. The 1950 Sanborn Map shows that the dwelling previously observed in the 1918 Sanborn Map is no longer present and the parcel is depicted as developed with a garage. The 1965 Sanborn Map shows that that parcel is undeveloped. The 1986 Sanborn Map shows that a small building adjacent to Second Street is present on the southeast corner of the parcel. Review of historic aerial photographs from 1989, 1994, 2002-2004, 2009, 2010, 2012, 2014, and a current aerial from 2019 indicate that the parcel is used as a surface parking lot.

Review of the Phase I Environmental Site Assessment Report (Phase I ESA), included as Appendix I, of this EIR, indicates that based on a review of the city directory, the Hotel Parcel is known to have been occupied in the past by the Miramar Hotel and commercial businesses (including beauty salons, clothing stores, auto rental agencies, and taxi service companies). The Second Street Parcel is known to have been occupied by tenants (from 1928 and 1954) identified as garages. An Underground Storage Tank (UST) is also located near the middle portion of the Hotel Parcel and contains 1,000 gallons of diesel fuel for an emergency generator that is currently in use. Records obtained from the Santa Monica Fire Department indicate that the UST was installed in 1990 (Partner Engineering and Science, Inc., 2016).

4.6.2.5 Geologic Setting

Review of a geotechnical evaluation for the Project Site titled Preliminary Geotechnical Evaluation for an Environmental Impact Report (Geotechnologies, Inc., 2019), included as

Appendix G, of this EIR, and the geological mapping by Dibblee and Ehrenspeck (1991) indicate that the surface of the Project Site consists of older alluvium (Qoa). These deposits date to the Pleistocene (2,588,000 to 11,700 years ago) and consist of slightly consolidated pebble-gravel, sand, silt, and clay derived from the Santa Monica Mountains to the north (Dibblee and Ehrenspeck, 1991).

4.6.2.6 Resources Identified Within the Project Site

A records search for the Project was conducted on April 11, 2019 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all recorded archaeological resources and previous studies within the Project Site and a 1-mile radius. The records search results indicate that 51 cultural resources studies have been conducted within a 1-mile radius of the Project Site. Approximately 30 percent of the 1-mile records search radius has been included in previous cultural resources surveys. Of the 51 previous studies, none appear to have been conducted within the Project Site.

The records search results indicate that no archaeological resources have been recorded within the Project Site. A total of seven historic-period archaeological resources have been previously recorded within a 1-mile radius of the Project Site (**Table 4.6-1**). No prehistoric archaeological resources have been previously recorded within a 1-mile radius of the Project Site.

TABLE 4.6-1
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES

Primary Number (P-19-)	Permanent Trinomial (CA-LAN-)	Description	Date Recorded
002392	2392H	Historic-period archaeological site: low density buried historic concentration of domestic and structural debris dating back to the 1920s and 1930s.	1996
004728	4728H	Historic-period archaeological site: three refuse deposit features and an artifact scatter	2014
004729	4729H	Historic-period archaeological site: one refuse deposit feature and an artifact scatter	2014
004731	4731H	Historic-period archaeological site: refuse deposit with scatter of late 19th and early 20th century artifacts. Artifacts include glass bottles, ceramic flatware and vessels, fragments of porcelain dolls, animal bones, and daily household objects.	2014
101025	-	Historic-period isolate: dark olive green bottle.	2012
101026	-	Historic-period isolate: clear glass bottle	2012
101027	-	Historic-period archaeological site: brick and mortar storm drain	2012

SOURCE: SCCIC, 2019

The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on March 27, 2019 to request a search of the SLF. The NAHC responded to the request in a letter dated April 15, 2019 indicating that the SLF results were positive. The NAHC did not provide specific information regarding the nature or location of the resource on file.

Additionally, an archaeological resources survey of the Project Site was conducted on April 16, 2019. The survey was aimed at identifying surface evidence of archaeological resources within the Project Site. Approximately 10 percent of the Project Site was subject to an opportunistic survey that targeted areas with exposed ground surface, such as landscaped areas. Approximately 90 percent of the Project Site was not surveyed since the ground surface is covered with surface parking lots, buildings, a pool, and paved walkways. The survey did not yield the identification of archaeological resources or other indicators of cultural resources, such as midden soils. Ground surface visibility for the entire Project Site was less than 5 percent.

4.6.3 Regulatory Framework

4.6.3.1 State

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project 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.

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological 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 meets any of the following criteria:

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

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.5(c)(4)).

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. The MLD has 48 hours from the time of being granted access to the site by the landowner to inspect the discovery and provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

4.6.4 Environmental Impacts

4.6.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to archaeological resources and human remains. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G questions regarding archaeological resources and human remains, a project would have a significant impact on these resources if the project would:

ARCHAEO-1: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or

ARCHAEO-2: Disturb any human remains, including those interred outside of dedicated cemeteries.

Methodology

The analysis of archaeological resources and human remains is based on: (1) a cultural resource records search at the CHRIS-SCCIC at California State University, Fullerton that reviewed recorded archaeological resources and studies within a one-mile radius of the Project Site; (2) an SLF search commissioned through the NAHC; (3) review of available Sanborn Maps and historic aerial imagery; and (4) review of other technical studies (*Phase I Environmental Site Assessment* in Appendix – I and *Preliminary Geotechnical Evaluation for an Environmental Impact Report* in Appendix – G).

In addition, on April 16, 2019, a pedestrian cultural resources survey was conducted of the Hotel Parcel and the Second Street Parcel to observe the Project Site's surface conditions and search for potential surficial archaeological resources. The Project Site is largely developed with buildings, parking structures, paved surface parking lots, and landscaping. No archaeological resources were observed.

An archaeological sensitivity assessment of the potential to encounter prehistoric and historic-period archaeological resources within the Project Site was conducted. The archaeological sensitivity assessment took into account existing conditions, previous historical land uses, geological units, and proposed ground disturbance.

The potential for the Project Site to contain buried archaeological resources and human remains was assessed based on the findings of the cultural resource records search (i.e., presence and proximity of known resources), an SLF search, review of technical studies, an archaeological resources survey, and an archaeological sensitivity assessment for the Project.

4.6.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

This section provides the applicable mitigation measures from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

DCP MM CR-3a: Archaeological Data Recovery: For projects that inadvertently discovered buried prehistoric or historic-period archaeological resources the City shall apply a program that combines resource identification, significance evaluation, and mitigation efforts into a single combined effort. This approach would combine the discovery of deposits (Phase 1), determination of significance and assessment of the project's impacts on those resources (Phase 2), and implementation of any necessary mitigation (Phase 3) into a single consolidated investigation. This approach must be driven by a Treatment Plan that sets forth explicit criteria for evaluating the significance of resources discovered during construction and identifies appropriate data recovery methods and procedures to mitigate project effects on significant resources. The Treatment Plan shall be prepared prior to issuance of building permits by a Registered Professional Archaeologist (RPA) who is familiar with urban historical resources, and at a minimum shall include:

- A review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area;
- A context for evaluating resources that may be encountered during construction;
- A research design outlining important prehistoric and historic-period themes and research questions relevant to the known or anticipated sites in the study area;
- Specific and well-defined criteria for evaluating the significance of discovered remains; and
- Data requirements and the appropriate field and laboratory methods and procedures to be used to treat the effects of the project on significant resources.

The Treatment Plan shall also provide for a final technical report on all cultural resource studies and for curation of artifacts and other recovered remains at a qualified curation facility, to be funded by the developer. To ensure compliance with City and state preservation laws, this plan shall be reviewed and approved by the Historic Landmarks Commission and the City of Santa Monica Planning Division prior to issuance of building permits.

DCP MM CR-3b: Inadvertent Discoveries: In the event of any inadvertently discovered prehistoric or historic-period archaeological resources during construction, the developer shall immediately cease all work within 50 feet of the discovery. The proponent shall immediately notify the City of Santa Monica Planning and Community Development Department and shall retain a Registered Professional Archaeologist (RPA) to evaluate the significance of the discovery prior to resuming any activities that could impact the site. If the

archaeologist determines that the find may qualify for listing in the California Register of Historic Resources (CRHR), the site shall be avoided or a data recovery plan shall be developed pursuant to MM CR-2a. Any required testing or data recovery shall be directed by a RPA prior to construction being resumed in the affected area. Work shall not resume until authorization is received from the City.

4.6.4.3 Project Characteristics

The Project would require mass grading and excavation where existing structures would be replaced. Two new buildings would be constructed on the Hotel Parcel as well as three-levels of subterranean parking and back-of-house floor area beneath the newly constructed buildings and open space. In addition, on the Second Street Parcel, an affordable housing building with subterranean parking would be constructed. Excavation would occur to a maximum depth of approximately 35 feet on the Hotel Parcel with the excavation of up to 175,000 cubic yards of soil. Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export from the Second Street Parcel is 12,525 cubic yards. Due to the depths of the proposed subterranean levels, and the proximity of the property lines and existing site structures, it should be expected that shoring would be utilized in order to provide stable excavations for construction.

4.6.4.4 Project Impacts

ARCHAEO 1*:* Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact Statement ARCHAEO 1: *The Project Site has a history of intensive historic period use and it is possible that physical remnants of these former uses still exist at depth within the Project Site. In addition, there is some potential for excavation to uncover prehistoric archaeological resources. Therefore, Project grading and excavation may substantially disturb, damage, or degrade archaeological resources. As a result, construction may cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Impacts to archaeological resources are considered potentially significant, however with implementation of mitigation measures, impacts would be reduced to a less than significant level.*

As discussed above, the records search results at the SCCIC indicate that a total of 51 cultural resources studies have been conducted within a one-mile radius of the Project Site; however, no studies have been previously conducted within the Project Site. No archaeological resources have been recorded within the Project Site. Seven historic period archaeological resources have been recorded within a one-mile radius of the Project Site while no prehistoric archaeological resources have been recorded within a one-mile radius of the Project Site.

The archaeological sensitivity assessment indicates that the Project Site likely lacks deposits dating to the latest Pleistocene and Holocene (11,700 years ago to present) – the period for which there is widely accepted evidence for people in southern California. Also, if any prehistoric resources once existed in the Project Site, these are expected to have remained near the surface.

However, the past and modern disturbances (including buildings, basements, surface parking lots, a UST, a pool, and walkways) have likely displaced or destroyed such resources if they once existed. Nonetheless, although the Project Site does not have high potential for buried prehistoric archaeological resources, excavation into undisturbed native soils could uncover such resources. Therefore, impacts on prehistoric archaeological resources are considered potentially significant, and Mitigation Measures DCP MM CR-3a: Archaeological Data Recovery, DCP MM CR-3b: Inadvertent Discoveries, ARCHAEO-1, and ARCHAEO-2 are prescribed to reduce impacts to a less than significant level.

The Project Site was used in historic times and there is a potential to encounter historic period archaeological resources related to the Miramar Residence and Hotel, the Westlake Military School (also known as the Santa Monica Military Academy), and domestic dwellings. Foundations of structures, building materials, and refuse deposits associated with these previous uses could be located beneath the surface in areas that have not been subject to substantial excavations, such as under entrance roads, paved pathways, landscaping, and parking lots. Refuse deposits could yield domestic refuse (such as serving ware, cook ware, and discarded food remains); personal items (including buttons; medicine, perfume, liquor, and household bottles; and toys); and military school-related artifacts. Should they exist, these archaeological deposits have the potential to yield information important in history regarding previous land uses and the former occupants of the Project Site. As a result of these findings, the Project Site is considered to have a moderate to high sensitivity for buried historic period archaeological resources; therefore, Mitigation Measures DCP MM CR-3a: Archaeological Data Recovery, DCP MM CR-3b: Inadvertent Discoveries, and ARCHAEO-1 are prescribed to reduce potentially significant impacts to archaeological resources to a less than significant level.

ARCHAEO 2: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Statement ARCHAEO-2: *The Project Site has been previously disturbed by the original construction of the former and existing uses, however, although unlikely, Project grading and excavation may encounter and disturb human remains, including those interred outside of dedicated cemeteries. Impacts to human remains resources are considered potentially significant, however, with implementation of a prescribed mitigation measure, impacts would be reduced to a less than significant level.*

The results of the records search from the SCCIC indicated that no human remains have been recorded within the Project Site or the one-mile radius. Moreover, sediments within the Project Site are made up of older alluvium deposits, which predate human occupation in southern California. Moreover, it is possible that the original construction of the former and existing uses at the Project Site has displaced human remains or other types of cultural resources. However, the negative results of the SCCIC records search and the developed nature of the Project Site does not preclude the existence of buried human remains that may be encountered during construction. As a result, in the unlikely event that previously unknown human remains are encountered during

construction excavations, MM ARCHAEO-3 is prescribed to ensure that potentially significant impacts to human remains are reduced to a less than significant level.

4.6.4.5 Cumulative Impacts

As previously stated above, the Project's impacts on archaeological resources are considered less than significant through compliance applicable regulations and implementation of the mitigation measures. Depending on the sensitivity of other cumulative project sites, mitigation measures would likely be required for discretionary projects that have the potential to cause significant impacts to undiscovered resources. In regards to sensitivity, construction activities are located in urbanized areas where the potential to encounter and have a significant impact on surface resources is unlikely. Furthermore, for those activities that may have potential for significant impacts, there is a reasonable expectation that if resources are inadvertently encountered during construction they would be properly mitigated in compliance with DCP mitigation measures DCP MM CR-3a: Archaeological Data Recovery, and DCP MM CR-3b: Inadvertent Discoveries, as well as any required project specific mitigation measures. Therefore, cumulative impacts on archaeological resources from other projects are expected to less than significant, and the Project's contribution to such impacts in light of proposed mitigation measures would not be cumulatively considerable. Accordingly, cumulative impacts on archaeological resources are considered less than significant.

As indicated in the analysis above, Project impacts on human remains, if they were to occur, would be addressed and reduced to a less than significant level through implementation of Mitigation Measure ARCHAEO-3. In addition, in the event human remains are encountered with development of cumulative projects, California PRC Section 5097.98, as amended, would apply which includes procedures in the event of discovery during project implementation. Therefore, in light of the Project's mitigation measure to address inadvertent discover of human remains, and applicability of PRC Section 5097.98 to cumulative projects, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

4.6.5 Mitigation Measures

DCP Mitigation Measures

As discussed above, buried archaeological resources and/or human remains could be encountered during excavations for the Project Site. The Project would implement DCP MM CR-3a: Archaeological Data Recovery and DCP MM CR-3b: Inadvertent Discoveries, which require that appropriate treatment and/or preservation of resources, if encountered, be implemented.

Project-Specific Mitigation Measures

The following mitigation measures are recommended to reduce potentially significant impacts on archaeological resources and human remains if encountered, including those interred outside of dedicated cemeteries. These mitigation measures are prescribed to address the need for sensitivity training for construction personnel, monitoring by a qualified archaeological and

Native American monitor during construction, and to address inadvertent human remain discoveries during construction. In addition to DCP MM CR-3a and DCP MM CR-3b provided above, the following project specific mitigation measures are required:

MM ARCHAEO-1: Prior to issuance of demolition permit, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. Full-time monitoring shall be conducted in Areas 1, 2 and 3 as denoted in *Figure 9 - Archaeologically Sensitive Areas* of the Archaeological Resources Assessment Report. Full-time monitoring in those areas can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist, based on field observations. If the Qualified Archaeologist, based on field observations, determines that other areas beyond Area 1, 2, and 3 warrant monitoring, then monitoring in those areas shall be required.

Prior to commencement of excavation activities, an Archaeological and Cultural Resources Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

MM ARCHAEO-2: Prior to issuance of demolition permit, the Applicant shall retain a Native American tribal monitor from the Gabrieleno Tribe. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified on the most recent contact list provided by the Native American Heritage Commission. The Native American Monitor shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall take into account the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Gabrielino Tribe.

MM ARCHAEO-3: If human remains are encountered unexpectedly during implementation of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to 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 (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may

include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.

4.6.6 Level of Significance After Mitigation

With the implementation of DCP MM CR-3a: Archaeological Data Recovery, DCP MM CR-3b: Inadvertent Discoveries, MM ARCHAEO-1, MM ARCHAEO-2, and MM ARCHAEO-3, the Project would have less than significant impacts on archaeological resources and human remains.

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4.7 Energy

4.7.1 Introduction

This section analyzes effects on energy resources due to construction and operation of the Project. The Project's anticipated energy use is estimated, the potential for impacts due to inefficient or unnecessary consumption, or conflicts with energy related plans are assessed, and conservation measures are considered to address significant impacts if identified. Information found herein, as well as other aspects of the Project's energy implications, are discussed elsewhere in this EIR, including in Chapter 2.0, *Project Description*, and Sections 4.2, *Air Quality*, 4.9, *Greenhouse Gas Emissions*, 4.12, *Land Use and Planning*, and 4.17, *Transportation*. Details regarding the energy calculations are provided in energy consumption worksheets provided in Appendix F of this EIR.

4.7.2 Environmental Setting

4.7.2.1 Existing Electricity Sales

In February 2019 for residential customers and May 2019 for non-residential customers, Clean Power Alliance (CPA) became the new electricity supplier for Santa Monica. With this change, CPA purchases electricity from renewable sources and partners with SCE to distribute electricity to residential and commercial customers throughout the City. CPA is a Joint Powers Authority (JPA) made up of public agencies across Los Angeles and Ventura counties working together to bring clean, renewable power to Southern California. With the recent switch in energy providers, electricity customers in Santa Monica are automatically defaulted to have 100% renewable energy serving their electricity needs. Alternatively, customers can opt to have their electrical power consist of 50% renewable content or 36%, or they can opt out of the CPA and have Southern California Edison be their provider.

CPA purchases their energy from a mix of renewable generating sources. **Table 4.7-1**, *Electric Power Mix Delivered to Retail Customers in 2018 (CPA)*, shows the electric power mix that was delivered to CPA customers by renewable power mix.

For customers opting out of the CPA, SCE is their electricity service provider. SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area across central, coastal and southern California, an area bounded by Mono County to the north, Ventura County to the west, San Bernardino County to the east, and Orange County to the south.[1] In 2018, SCE's power system experienced a peak demand of 23,766 MW.[2] The annual electricity sale to customers in 2018 was approximately 87,143,000 MWh.[3]

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1 Southern California Edison, 2019. About Us >Who We Are, https://www.sce.com/about-us/who-we-are. Accessed April 25, 2019.

2 Edison International and Southern California Edison, 2018. 2018 Annual Report. Available: https://www.edison.com/content/dam/eix/documents/investors/corporate-governance/eix-sce-2018-annual-report.pdf. Accessed October, 2019.

3 Edison International and Southern California Edison, 2018. 2018 Annual Report. Available: https://www.edison.com/content/dam/eix/documents/investors/corporate-governance/eix-sce-2018-annual-report.pdf. Accessed October, 2019.

TABLE 4.7-1
ELECTRIC POWER MIX DELIVERED TO RETAIL[a] CUSTOMERS IN 2018 (CPA)

Energy Resource	Lean Power (36%)	Clean Power (50%)	100% Green Power
Eligible Renewable	**36% [b]**	**61%**	**100%**
Biomass & bio-waste	0%	0%	0%
Geothermal	0%	0%	0%
Small hydroelectric	0%	0%	0%
Solar	0%	38%	0%
Wind	36%	23%	100%
Coal	0%	0%	0%
Large Hydroelectric	45%	27%	0%
Natural Gas	0%	0%	0%
Nuclear	0%	0%	0%
Other	0%	0%	0%
Unspecified sources of power [b]	19%	13%	0%
Total	**100%**	**100%**	**100%**

NOTES:

a Retail customers include the following end-use customers: residential, commercial, and industrial users.

b "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

SOURCES:

Clean Power Alliance. Power Sources. Available: https://cleanpoweralliance.org/about-us/power-sources/. Accessed November 2019.

SCE produces and purchases their energy from a mix of conventional and renewable generating sources. **Table 4.7-2**, *Electric Power Mix Delivered to Retail Customers in 2017 (SCE)*, shows the electric power mix that was delivered to retail customers for SCE compared to the statewide 2017 power mix.

TABLE 4.7-2
ELECTRIC POWER MIX DELIVERED TO RETAIL[a] CUSTOMERS IN 2017 (SCE)

Energy Resource	2017 SCE	2017 CA Power Mix (for comparison)
Eligible Renewable	**32% [b]**	**29% [b]**
Biomass & bio-waste	0%	2%
Geothermal	8%	4%
Small hydroelectric	1%	3%
Solar	13%	10%
Wind	10%	9%
Coal	**0%**	**4%**
Large Hydroelectric	**8%**	**15%**
Natural Gas	**20%**	**34%**
Nuclear	**6%**	**9%**
Other	**0%**	**0%**
Unspecified sources of power [c]	**34%**	**9%**
Total	**100%**	**100%**

Footnotes continued on next page

NOTES:

[a] Retail customers include the following end-use customers: residential, commercial, and industrial users.

[b] Percentages are estimated annually by the CEC based on the electricity sold to California consumers during the previous year.

c "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

SOURCES:

California Energy Commission, Total System Electric Generation, 2017 Total System Electric Generation in Gigawatt Hours. Available at: http://energy.ca.gov/almanac/electricity_data/total_system_power.html. Accessed September 2018.

California Energy Commission, 2017 Power Content Label, Southern California Edison – Default. Available at: https://www.sce.com/wps/wcm/connect/6ee40264-673a-45ee-b79a-5a6350ed4a50/2017PCL.pdf?MOD=AJPERES. Accessed September 2018.

Edison International, Energy for What's Ahead: Edison International and Southern California Edison 2017 Annual Report. Available at https://www.edison.com/content/dam/eix/documents/investors/sec-filings-financials/2017-financial-statistical-report.pdf. Accessed September 2018.

SCE is required to commit to the use of renewable energy sources for compliance with the Renewables Portfolio Standard, regulation that requires the increased production of energy from renewable energy sources, such as wind, solar, biomass, and geothermal. SCE's requirement is to procure at least 33 percent of its energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Senate Bill (SB) 350 (Chapter 547, Statues of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 100 established that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by the end of 2045. Eligible renewable resources are defined in the Renewable Portfolio Standard to include biodiesel; biomass; hydroelectric and small hydro (30 MW or less); aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic (PV); solar thermal electric; wind; and other renewables that may be defined later. Approximately 35 percent of SCE's 2018 electricity purchases were from renewable sources, which is similar to the 34 percent statewide percentage of electricity purchases from renewable sources.[4,5]

4.7.2.2 Existing Natural Gas Supply

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the State's total energy requirements. Natural gas is measured in terms of both cubic feet (cf) or British thermal units (Btu).

Natural gas is used for cooking, space heating, water heating, electricity generation, and as an alternative transportation fuel. The Project Site is served by the Southern California Gas Company (SoCalGas), which is the principal distributor of natural gas in Southern California, serving

4 Edison International and Southern California Edison, 2018. 2018 Annual Report. Available: https://www.edison.com/content/dam/eix/documents/investors/corporate-governance/eix-sce-2018-annual-report.pdf. Accessed October, 2019.

5 California Energy Commission, 2019. Renewables Tracking Progress Highlights. https://www.energy.ca.gov/sites/default/files/2019-06/renewable_highlights.pdf. Accessed October, 2019.

residential, commercial, and industrial markets. SoCalGas serves approximately 21.6 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout central and southern California, from the City of Visalia to the US/Mexican border.[6]

SoCalGas, along with five other California utility providers, released the *2018 California Gas Report*, presenting a forecast of natural gas supplies and requirements for California through the year 2035. This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. Overall, SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the State's transition to renewable energy displacing fossil fuels including natural gas.[7]

SoCalGas receives gas supplies from several sedimentary basins in the western United States (US) and Canada, including supply basins located in New Mexico (San Juan Basin), west Texas (Permian Basin), the Rocky Mountains, and western Canada as well as local California supplies.[8] Sources of natural gas in the southwestern US will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport.[9] Gas supply available to SoCalGas from California sources averaged 2,350 million cf per day or 2,717 million Btu (MMBtu) in 2018, the most recent year for which data are available. This equates to an annual average of 857,750 million cf per year or 825 million MMBtu per year.[10]

4.7.2.3 Existing Transportation Energy

The annual transportation fuel consumption of diesel and gasoline in 2018 in California (the most recent year for which statewide data is available) is 1,602 million gallons and 13,475 million gallons respectively. Transportation fuel consumption of diesel and gasoline for Los Angeles County in 2018 is 228 million gallons and 3,169 million gallons respectively. The estimated Los Angeles County and Statewide transportation fuel consumption is based on retail sale data from the California Energy Commission.[11]

The State is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas emissions (GHGs) from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined. The California Energy

6 SoCalGas, 2019. Company Profile, https://www.socalgas.com/about-us/company-profile. Accessed March 2019.

7 California Gas and Electric Utilities, 2018. 2018 California Gas Report, https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed February 2019.

8 Ibid

9 Ibid.

10 California Gas and Electric Utilities, 2019. 2019 California Gas Report Supplement. Available: https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf. Accessed October 2019.

11 California Energy Commission, 2018. California Retail Fuel Outlet Annual Reporting (CEC-A15) Results. http://listserver.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html Accessed October 2019.

Commission (CEC) predicts that the demand for gasoline will continue to decline over the next 10 years, and there will be an increase in the use of alternative fuels.[12]

4.7.2.4 Existing Project Site

The Project Site consists of the Hotel Parcel and the Second Street Parcel constituting approximately 192,063 square feet (sf) (4.4 acres) and 15,000 sf (0.3 acres) in size, respectively. Existing improvements on the Hotel Parcel, with the exception of the Palisades Building and the Fig Tree would be removed, as well as the perimeter wall around the Parcel. Surface parking would be removed from the Hotel Parcel and the Second Street Parcel. Current annual electricity demand for the Project Site's existing uses to be removed is approximately 5.61 mWh, and its natural gas demand is approximately 380 MMBtu.[13] Based on the estimated trips generated by these same existing uses, annual diesel fuel demand is approximately 28,642 gallons, and annual gasoline demand is approximately 179,922 gallons.

4.7.3 Regulatory Framework

4.7.3.1 State

Executive Order S-14-08

In 2008, Executive Order S-14-08 expanded the state's RPS goal to 33 percent renewable power by 2020. In 2009, Executive Order S-21-09 directed the California Air Resources Board (CARB) (under its AB 32 authority) to enact regulations to help the state meet the 2020 goal of 33 percent renewable energy. The 33 percent by 2020 RPS goal was codified with the passage of Senate Bill X1-2. This new RPS applied to all electricity retailers in the state, including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators.

SB 100 (De León) (Chapter 312, Statutes of 2018)

In 2018, SB 100 established that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by the end of 2045. SB 100 also creates new standards for the RPS, increasing required energy from renewable sources for both investor-owned utilities and publicly-owned utilities from 50 percent to 60 percent by the end of 2030. Incrementally, these energy providers must also have a renewable energy supply of 44 percent by the end of 2024, and 52 percent by the end of 2027. The updated RPS goals are considered achievable, since many California energy providers are already meeting or exceeding the RPS goals established by SB 350.

SB 350 (Chapter 547, Statues of 2015)

SB 350 increased the RPS to 50 percent and requires the CEC to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by 2030. These targets may be achieved through energy efficiency savings and demand

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12 California Energy Commission, 2017c. Final 2017 Integrated Energy Policy Report, https://efiling.energy.ca.gov/getdocument.aspx?tn=223205. Accessed March 2019

13 The existing uses include electrical, natural gas, and transportation fuels associated with all existing onsite uses. Because the Palisades building is being remodeled and energy efficiencies are increasing, the consumption associated with the existing building are being removed and the more efficient consumption associated with the renovations and future year vehicle efficiencies, will be re-added as part of the project emissions. Existing electricity and natural gas consumption was provided by the Applicant from utility bills.

reductions from a variety of programs, including but not limited to appliance and building energy efficiency standards and a comprehensive program to achieve greater energy efficiency standards in existing buildings.

California Building Standards Code (Title 24, Parts 6 and 11)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective January 2020. The 2019 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting; and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards.[14]

The California Green Building Standards Code (California Code of Regulations (CCR), Title 24, Part 11), commonly referred to as the CALGreen Code, became effective 2020. The 2020 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality.[15] For example, several definitions related to energy that were added or revised affect electric vehicle (EV) chargers and charging, and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional EV charging requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification. For non-residential mandatory measures, Table 5.106.5.3.3 of the CALGreen Code, identifying the number of required EV charging spaces has been revised in its entirety. Refer to Section 4.9, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding these standards.

4.7.3.2 Local

Santa Monica General Plan Land Use and Circulation Element (LUCE)

The LUCE includes policies, programs, and objectives that address sustainability, including energy conservation, which are applicable to the Project:

> **Policy LU16.1:** Design Buildings with Consideration of Solar Patterns. In designing new buildings, consider the pattern of the sun, the impact of the building mass throughout the day and the year to create habitable outdoor spaces and protect adjacent structures to minimize shadows on public spaces at times of the day and year when warmth is desired and provide shade at times when cooling is appropriate, and minimize solar disruption on adjacent properties.

[14] California Energy Commission, 2018. 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. December 2018.

[15] California Building Standards Commission, 2019. Guide to the 2020 California Green Building Standards Code Nonresidential. November 2019.

Policy LU16.2: Preserve Solar Access to Neighborhoods. The same development standard that is adopted to require a step down building envelope to transition commercial buildings to lower adjacent residential properties also needs to assure solar access to the residential buildings.

Policy S3.1: Actively strive to implement the City's "zero net" electricity consumption goal by 2020 through a wide variety of programs and measures, including the generation of renewable energy in the City and energy efficiency measures.

Policy S3.2: Consider a requirement for all new residential buildings to use net zero energy by 2020 and all new commercial buildings by 2030.

Policy S3.4: Explore creating an ordinance to require all buildings sold in Santa Monica to meet minimum energy efficiency requirements with energy efficiency upgrades occurring at the time of resale and prior to the transfer of title.

Policy S4.1: Explore creating an ordinance to require solar installations, both photovoltaic and hot water, on new construction projects.

Policy S4.4: Continue to maintain the Solar Santa Monica Program to help finance and provide technical know-how for residential and commercial solar installations.

Policy S5.1: Continue to maintain a Building Code and prescriptive compliance options that meet or exceed state requirements for energy, water and other sustainability standards. Specifically, pursue California Energy Commission goals to achieve net zero energy buildings by 2020 for low-rise residential buildings and 2030 for commercial buildings and achieve a Leadership in Energy and Environmental Design (LEED)- equivalent building code by 2020.

Policy S5.4: Consider a requirement that all new construction utilize solar water heaters.

Policy S5.5: Encourage shade trees on south- and west-facing sides of all new buildings to reduce building energy loads.

Policy S5.6: Encourage cool roofs or green roofs on new buildings.

Policy S5.7: Encourage cool paving on new plazas and parking lots.

Policy S5.8: Encourage installation of electrical outlets in loading zones and on the exterior of new buildings to reduce emissions from gas-powered landscape maintenance and operating refrigeration for delivery trucks.

Sustainable City

The Santa Monica City Council initially adopted the Santa Monica Sustainable City Plan (SCP) in September 1994, with updates occurring three times most recently in January 2014. The SCP provides goals and strategies for the City to follow to enhance the City's sustainability, inclusive of reducing GHGs. It includes nine goal areas that cover a range of environmental, economic and cultural activities. Of these, two goal areas are particularly relevant to the City reductions in Energy Conservation: Resource Conservation and Environmental/Public Health.

The SCP goals pertaining to Resource Conservation and Environment and Public Health more directly address the generation of GHG emissions. The Resource Conservation goals directly

address such topics as use of renewable energy and reductions in air, soil and water pollutants. The Resource Conservation Goals also set GHG emissions reduction targets for the City in order to address climate change impacts. These targets, if achieved, would result in greater GHG emissions reductions than those set by the State, at least in the short term.

The existing SCP 2014 update includes targets of reducing GHG emissions by 20 percent below 1990 levels Citywide by 2020, by 30 percent below 1990 levels for corporate operations by 2020, and by 80 percent below 1990 levels by 2050. For the 2030 target, this equates to an emissions level of 647,005 metric tons of carbon dioxide equivalents ($MTCO_2e$). The SCP anticipates most reductions will come from increased energy efficiency, increased renewable energy production, and reduced transportation-related emissions through increased use of alternative transportation.

Santa Monica Municipal Code: Chapter 8.36 Energy Code

The City recently updated its Energy Code to provide local amendments to Title 24 Part 6 of the California Energy Code and Title 24, Part 11 of the California Green Building Standards Code. The local amendments are part of the City's efforts to achieve carbon neutrality. The revised Energy Code, which is effective on January 1, 2020, requires new buildings in Santa Monica to achieve one of two design pathways for complying with the City's Energy Code: all-electric design or mixed-fuel design. However, as an incentive to design all-electric buildings, a higher level of energy efficiency would be required for mixed-fuel buildings. All-electric buildings would not be subject to higher levels of energy efficiency and may be built to the State's standard design requirements. All-electric buildings powered by a combination of on-site solar and 100 percent Green Power from CPA are effectively Zero-Emission Buildings. The energy requirements for new building types are as follows:

For new single-family, duplex, and multi-family residential buildings up to three stories:

- All-Electric Building shall be designed to code established by the 2019 CEC.
- Mixed-Fuel Building shall be designed to CalGreen Tier 1 established by the 2019 CEC. CalGreen Tier 1 buildings have additional integrated efficiency and on-site renewable energy sufficient to achieve a Total Energy Design Rating of 10 or less.

For new multi-family buildings, four stories and greater, and new hotels and motels:

- All new buildings shall have a solar photovoltaic system with a minimum rating of 2 watts per square foot of the building's footprint.
- All-Electric Building shall be designed to code established by the 2019 CEC.
- Mixed-Fuel Building shall be designed to be 5 percent more efficient than the code established by the 2019 CEC. (A change from the current Energy Reach Code, which requires these buildings to be 10 percent more efficient is the result of the cost-effectiveness study.)

For all other new non-residential buildings:

- All new buildings shall have a solar photovoltaic system with a minimum rating of 2 watts per square foot of the building's footprint.

- All-Electric Building shall be designed to code established by the 2019 CEC.
- Mixed-Fuel Building shall be designed to be 10 percent more efficient than the code established by the 2019 CEC.

Santa Monica Municipal Code: Chapter 8.106 Green Building Standards Code

Chapter 8.106 of the SMMC establishes the City's Green Building Standards Code. This code adopts by reference the CalGreen requirements with the local amendments that require solar pool heating and solar PV installations. Under the City's Green Building Standards the following requirements are applicable to the Project:

> New multi-family dwellings (3 stories or less), non-residential, high-rise residential, hotel, and motel buildings are required to install a solar electric PV system. The required installation of the PV system shall be implemented by installing a solar PV system with a minimum total wattage 2.0 times the square footage of the building footprint (2.0 watts per square foot). That means a four-story building with a building footprint of 10,000 square feet would need a 20 kilowatt system.
>
> Electric vehicle charging shall be provided for new electrical services in both multi-family dwellings and non-residential buildings.

Santa Monica Municipal Code: Chapter 8.108 Green Building, Landscape Design, Resource Conservation and Construction and Demolition Waste Management Standards:

This chapter of the SMMC provides requires new development projects to comply with Water-Efficient Landscape and Irrigation Standards. Project must include a submission of plans and reports to the City for review and approval prior to the installation of landscaping and/or irrigation system. This section also requires construction and demolition projects to meet a minimum 70 percent diversion rate and submit a waste management plan for City approval.

Santa Monica Municipal Code: Chapter 9.28.160 Electric Vehicle Charging Stations:

This chapter of the SMMC requires that new development with 25 to 49 parking spaces shall provide a minimum of 1 charging station. For new development with 50 to 99 parking spaces a minimum of 2 charging stations, plus one additional charging station per every 50 parking spaces above 99 spaces.

Santa Monica Electric Vehicle Action Plan

The City of Santa Monica adopted the Electric Vehicle Action Plan (EVAP) in November 2017. The City's vision is to wholly decarbonize their transportation system by replacing non-electrical vehicle use with walking, bicycling, transit, and electric vehicles when driving. The overarching goal of the EVAP is to implement policies, projects and programs to accelerate the adoption of electric vehicles within the City.

4.7.4. Environmental Impacts

4.7.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G questions, a project would have a significant impact if the project would:

ENERGY 1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation

ENERGY 2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Methodology

Construction

Construction of the Project would consume energy, including transportation fuels (i.e. diesel and gasoline), as a result of the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the Project Site. Electricity consumption would be limited to the use of electrically powered equipment, hand tools and/or small equipment, nighttime lighting, and potentially for construction trailers that could be located on-site.

Based on the proposed development program and engineering estimates that form the basis of the construction-related impact analyses, heavy-duty construction equipment would be primarily diesel-fueled. Based on input provided by the Applicant and as indicated in PDF AQ-1 (see Section 4.2, Air Quality, in this EIR) the following equipment shall be electric: air compressors, cranes (Hotel Parcel), plate compactor, and pumps.[16] The use of natural gas powered equipment would be atypical, but according to PDF AQ-1 could include forklifts and sweeper/scrubbers. However, based on information provided by the Applicant, the analysis assumes the use of propane. This assumption that diesel fuel would be used for all additional equipment represents the most conservative scenario for maximum potential energy use during construction. Energy demand (specifically fuel consumption) from heavy-duty construction equipment is estimated based on the equipment analyzed in the California Emissions Estimator Model (CalEEMod), consistent with the air quality analysis in Section 4.2, *Air Quality*, and Section 4.9, *Greenhouse Gas Emissions*, of this EIR, and fuel consumption data from CARB OFFROAD2011 model. Calculation details are provided in Appendix F of this EIR.

[16] Assumptions for Project emissions calculations are included in Appendix F.

Operation

Operation of the Project would consume energy in the form of electricity and natural gas for building heating, cooling, cooking, lighting, water demand and wastewater treatment, consumer electronics, electric vehicle charging, and other energy needs; transportation-fuels, primarily gasoline, for vehicles traveling to and from the Project; and diesel consumption for the maintenance and testing of emergency generator.

Annual electricity and natural gas usage for the Project's buildings were estimated using CalEEMod. Building energy consumption was based on the size of the proposed development, energy use factors, and energy demand factors for water use (purification and transportation). The energy usage takes into account building energy standards pursuant to the 2019 Title 24 Building Standards Code, CALGreen Code, City of Santa Monica's Energy Code, and City's Green Building Standards. The assessment also includes implementation of the Project Design Features that would reduce energy and water usage, as well as encourage recycling and waste diversion, above and beyond State regulatory requirements. Physical and operational Project characteristics, such as compliance with Title 24 building codes, for which sufficient data are available to quantify the reductions from building energy and resource consumption have been included in the quantitative analysis, and include but are not limited to the measures discussed in PDF AQ-2, Green Building Features. Building energy usage rates are adjusted to account for the City's Energy Code requirement which mandates projects to, at a minimum, exceed the 2019 Title 24 standards by 5 percent. The existing demand is subtracted from the estimated demand to determine the net increase in electricity and natural gas usage for the Project.[17]

Since May 2019, all residential and commercial users in the City receive electricity from the CPA. The CPA buys electricity from renewable sources and partners with SCE to distribute electricity to residential and commercial customers throughout the City. The City has chosen 100 percent Green Power as a step to reaching carbon neutrality. According to City statistics, 92 percent of residents and businesses have opted to receive clean power from the CPA. However, the City and CPA allow for the individual user's selection of lower percent renewable power or to stay with SCE's renewable generation percentage.[18] While the Project would consume renewable energy, it would not generate all of the energy onsite (i.e. photovoltaic (PV) solar systems), therefore the Project would still be pulling power from SCE's electricity resources. The Project would implement PV solar in compliance with the City's Green Building Code which, at a minimum requires wattage of 2 times the square footage of the building footprint. This results in a minimum of an approximately 201 kW system. Included in the solar features of the Project will be solar heating for the onsite pool. Additionally, a minimum of 17 electric vehicle charging stations shall be included in the Project, however as the total number installed and annual use of the charging stations is not known, all vehicles accessing the Project are conservatively assumed to be either gasoline or diesel fueled.

[17] It should be noted that the analysis is conservative since the existing demand is based on data provided by the Applicant while the Project estimates are based on CalEEMod defaults.

[18] The CPA allows for 100 percent, 50 percent, and 36 percent renewable energy content as well as the option to opt out of the program all together. Assuming that all of the City's residents opt out of the program is a highly conservative assumptions and therefore the analysis will likely overestimate net Project emissions.

Gasoline and diesel consumption for transportation from residents, employees, and visitors to the Project Site was estimated based on the predicted number of trips to and from the Project Site determined in the Traffic Impact Assessment for the Project (Appendix L of this EIR). The estimated fuel economy for vehicles is based on fuel consumption factors from CARB EMission FACtors model (EMFAC) model (specifically EMFAC 2017 was incorporated into CalEEMod and used for the analysis). Fuel consumption factors were based on the Project's buildout year of 2025. As discussed above, EMFAC is incorporated into CalEEMod, which is a state-approved emissions model used for the Project's air quality and GHG emissions assessment. Therefore, this energy assessment is consistent with the modeling approach used for other environmental analyses in this EIR and consistent with general CEQA standards. Energy consumption from stationary sources would include diesel fuel from emergency generator maintenance and testing. Calculation details are provided in Appendix F of this EIR.

4.7.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no mitigation measures from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR that are applicable to the Project with regard to energy consumption.

4.7.4.3 Project Characteristics

Construction

As more fully described in Chapter 2, Project Description, except for the Palisades Building and Moreton Bay Fig Tree, most existing improvements on the Hotel Parcel would be demolished as part of the Project. The Project would construct two new buildings (the Ocean Building and the California Building), as well as new open space/landscape amenities and subterranean parking on the Hotel Parcel. On the Second Street Parcel, the surface parking lot would be demolished and the Parcel would be redeveloped with 100% Affordable Housing.

These activities would require excavation and off-site hauling of soils. The total demolition material would be approximately 22,815 tons and require approximately 7,626 trucks over the course of Project construction. The total excavation required for the Project is approximately 187,525 cubic yards (cy) and would require a total of approximately 13,395 trucks (14 cubic yards per truck) over the course of Project construction. Excavation would require the use of equipment such as: backhoes, drill rig, crane, front loader, tracked excavator, haul trucks, compressor, small tools and trucks.

Section 4.2, *Air Quality* and Appendix F of this EIR, contains detailed construction information related to the demolition debris and soil excavation quantities, as well as the number of trucks required to transport demolition debris and soil off-site. Fuel consumption was based on the number of trucks trips and trip lengths. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other toxic air contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than 5 minutes at any given time. While intended to reduce construction criteria pollutant emissions, compliance with the anti-idling regulation would also

result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy.

Operation

Energy Conservation: Land Use Characteristics

The Project would redevelop the Hotel Parcel and the Second Street Parcel, which are located within the City's Downtown District. The Downtown area is the City's core with a broad mix of commercial (e.g., retail, office, hotel, restaurant, entertainment) and multi-family residential uses.

The California Air Pollution Control Officers Association (CAPCOA) has provided guidance for accounting for GHG emission reductions from land use development projects within its guidance document titled *Quantifying Greenhouse Gas Mitigation Measures.* In addition to reducing GHGs, the following Project characteristics have the co-benefit of reducing transportation energy use due to location efficiency:

- **Increased Density:** Increased density (i.e., persons, jobs, or dwelling units per unit area) reduces total City transportation GHG emissions, as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. This measure corresponds to CAPCOA guidance measure LUT-1.[19]

  According to the Project traffic impact analysis (Appendix L of this EIR), Project trip generation estimates were developed primarily using locally-developed Santa Monica land use trip generation rates and Project Site-specific data. Santa Monica is generally characterized by compact urban development, high levels of public transit service, walkable and bike-friendly streets, and employer-sponsored TDM programs. The unique local characteristics of Santa Monica (such as density, availability of transit, diversity of land uses) require the development of specific trip generation rates to estimate trips associated with land uses in Santa Monica rather than the standard Institute of Transportation Engineers rates which are more reflective of suburban locations. The Project trip generation rates for the hotel and restaurant uses are empirically derived while the rates for the proposed retail and residential uses are drawn from the *Santa Monica Travel Demand Forecasting Model Trip Generation Rates*.[20] The application of the residential trip generation rates area conservative. Therefore, LUT-1 is incorporated into the trip generation estimated for the Project.

- **Location Efficiency:** Location efficiency refers to the location of a project relative to the type of urban landscape, such as an urban area, compact infill, or suburban center. In general, compared to the statewide average, a project could realize VMT reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center for land use/location strategies.[21] This measure corresponds to CAPCOA guidance measure

19 CAPCOA, 2010. *Quantifying Greenhouse Gas Mitigation Measures.* August.

20 Fehr & Peers, Transportation Impact Analysis for Miramar Hotel (2020).

21 CalEEMod, by default, assumes that trip distances in the Air Basin are slightly longer than the statewide average. This is due to the fact that commute patterns in the Air Basin involve a substantial portion of the population commuting relatively far distances, which is documented in the Southern California Association of Governments 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The RTP/SCS shows that, even under future Plan conditions, upwards of 50 percent of all work trips would be 10 miles or longer (SCAG, Performance Measures Appendix, p. 13, 2016). The RTP/SCS does not specify the current percentage of work trips greater than 10 miles in the region, but it can be assumed that the percentage is currently greater than 50 percent since the goal of the RTP/SCS is to reduce overall VMT in the region. It is thus reasonable to assume that the trip distances in Air Basin are analogous to the statewide average given that the default model trip distances in

LUT-2.[22] According to the CAPCOA guidance, factors that contribute to VMT reductions under this measure include the geographic location of a project within the region.

As noted previously, the Project Site is located within the Downtown, which is located at the western central edge of the City and is generally defined by Wilshire Boulevard on the north; Lincoln Boulevard on the east; the Santa Monica Freeway on the south; and Ocean Avenue on the west. The Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Popular regional and local destinations within the proximity of the Site include the Palisades Park, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center.

The Project Site is accessible to the regional transportation network, located approximately 0.75-mile southeast of the Santa Monica Freeway (Interstate 10) ramps at 4th Street and Lincoln Boulevard. Several transit routes are located in the vicinity, such as Santa Monica Big Blue Bus Rapid 7 Route, the Santa Monica Big Blue Bus Wilshire Boulevard Route 2, Metro Local 20 bus route, the Big Blue Bus Rapid 7 route, and the Metro Rapid 720 serving all of Downtown Santa Monica. These transit lines provide service along Pico Boulevard to the Wilshire/Western Metro Rail Station and Purple Line; along Wilshire Boulevard to UCLA, Westwood, and Downtown Los Angeles; and to East Los Angeles. Additionally, the Exposition Light Rail line (Expo LRT) and its Downtown Santa Monica station is located approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area[23] pursuant to CEQA. The location efficiency of the Project Site would reduce vehicle trips and VMT compared to the statewide and regional average, and would result in corresponding reductions in transportation-related emissions. Therefore, LUT-2 is incorporated into the trip generation estimate for the Project.

- **Increased Land Use Diversity and Mixed-Uses:** Locating different types of land uses near one another can decrease VMT since vehicle trips between land use types are shorter and could be accommodated by alternative modes of transportation, such as public transit, bicycles, and walking. This measure corresponds to CAPCOA guidance measure LUT-3.[24] According to the CAPCOA guidance, factors that contribute to VMT reductions under this measure include the percentage of each land use type in the development.

  The Project would provide a mix of uses, including hotel rooms, residences, and commercial uses close to public transit and near existing off-site commercial and residential uses. According to the Project traffic impact analysis, the Project trip rates reflect Santa Monica's compact urban development, high levels of public transit service, and walkable and bike-friendly streets.[25] Therefore, LUT-3 is incorporated into the trip generation for the Project.

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the Air Basin are slightly longer but still generally similar to the statewide average. Therefore, projects could achieve similar levels of VMT reduction (65 percent in an urban area, 30 percent in a compact infill area, or 10 percent for a suburban center) compared to the Air Basin average.

22 CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures.

23 The Project is located within a Transit Priority Area (TPA) as defined in PRC Section 21099(a)(7) and amended by AB 1560, "…an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program…" As indicated in the DCP EIR, Downtown Santa Monica qualifies as a TPA (page 3.18-1).

24 CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures.

25 Fehr & Peers, Transportation Impact Analysis for Miramar Hotel (2019).

- **Increased Destination Accessibility:** This measure corresponds to CAPCOA guidance measure LUT-4.[26] According to the CAPCOA guidance, factors that contribute to VMT reductions under this measure include the distance to downtown or major job center.

  The Project is located within the Downtown, which a popular destination for local residents, regional visitors, and world travelers. The Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Popular regional and local destinations within the proximity of the Site include the Palisades Park, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center.

  The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related emissions. Therefore, LUT-4 is incorporated into the trip generation for the Project.

- **Increased Transit Accessibility:** Locating a project with high density near transit services encourages the use of transit by people traveling to or from a project site. This measure corresponds to CAPCOA guidance measure LUT-5.[27] According to the CAPCOA guidance, factors that contribute to VMT reductions under this measure include the distance to transit stations near the Project.

  The estimated Project trip generation reflects Santa Monica's compact urban development, high levels of public transit service as described earlier, and walkable and bike-friendly streets.[28] Therefore, LUT-5 is incorporated into the trip generation for the Project.

- **Provide Pedestrian Network Improvements:** Providing pedestrian access that minimizes barriers and links a project site with existing or planned external streets encourages people to walk instead of drive. This measure corresponds to CAPCOA guidance measure SDT-1.[29] According to the CAPCOA guidance, factors that contribute to VMT reductions under this measure include pedestrian access connectivity within the Project and to/from off-site destinations.

  The Project would improve pedestrian connectivity and the pedestrian experience. The Project would provide a pedestrian entrance to the Ocean Tower off 2nd Street; a north pedestrian exit from the Ocean Tower to the garden and pool area; a north pedestrian exit to California Avenue from the Palisades Wing; and within the property there are two west pedestrian entrances to the Palisades Wing on the west end of the L, and in the center of the west side elevation. As indicated above, the Project trip rates reflect Santa Monica's compact urban development, high levels of public transit service, and walkable and bike-friendly streets.[30] Therefore, SDT-1 is assumed to be incorporated into the trip generation for the Project.

In addition to the above and other land use characteristics that reduce transportation energy, the Project would incorporate sustainable design features that would reduce energy demand such as using Tier 4 final and non-diesel construction equipment. The applicant would attain a minimum of LEED-certified V3 Gold designation for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designations. Electric

[26] CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures.
[27] CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures. August.
[28] Fehr & Peers, Transportation Impact Analysis for Miramar Hotel (2020).
[29] CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures.
[30] Fehr & Peers, Transportation Impact Assessment for Miramar Hotel, (2020).

vehicle recharging and photovoltaic arrays would be provided on both Parcels in accordance with the City's Green Building Code and SMMC Section 9.28160(B)(2). These measures that would contribute to energy efficiencies are described in more detail in Section 4.2, *Air Quality*, and Section 4.9, *Greenhouse Gas Emissions*, in this EIR. In addition, the Project would implement an enhanced TDM plan to be negotiated as part of the Development Agreement (refer to Section 4.17, *Transportation*, in this EIR).

4.7.4.4 Project Impacts

Energy Consumption

ENERGY-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Statement ENERGY-1: *The Project would include sustainable design features that would improve energy efficiency beyond the standard regulatory requirements. Furthermore, the Project's land use characteristics (such as proximity to transit and a variety of uses) and location would minimize vehicle trips and VMT. As the Project would achieve greater than required energy efficiency, it would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.*

Construction

Construction of the Project would result in energy consumption from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the Project Site.

Electricity would be used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) and to power certain construction equipment (e.g., hand tools or other electric equipment). Energy use during construction would generally not result in a substantial increase in on-site electricity consumption and would be substantially less than the energy use under existing conditions. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. It is expected that construction electricity use would be temporary and negligible over the long-term.

Based on the proposed development program and engineering estimates that form the basis of the construction-related impact analyses, heavy-duty construction equipment would be primarily diesel-fueled. While alternative fueled equipment may be used in construction activities beyond what is required under PDF AQ-1, the analysis assumes that all equipment not covered by alternative fuels under PDF AQ-1 would be diesel fueled. The assumption that diesel fuel would be used for most equipment represents the most conservative scenario for maximum potential energy use during construction. The estimated total diesel fuel that would be consumed by heavy-duty construction equipment is shown in **Table 4.7-3**, *Project Construction Fuel Usage*. Calculation details are provided in Appendix F of this EIR.

TABLE 4.7-3
PROJECT CONSTRUCTION FUEL USAGE

Source	Total Gallons of Diesel Fuel	Total Gallons of Gasoline Fuel
Construction:		
Onsite Construction Equipment	245,407	4,653
Haul Trucks	80,432	—
Vendor Trucks	48,723	—
Worker Trips	—	268,417
Total (over the approximately 3-year construction duration)	**374,563**	**273,070**

NOTE: Totals may not add directly due to rounding.
SOURCE: ESA 2019.

It is estimated that a maximum of approximately 53,060 one-way truck trips would be required to haul the material to off-site reuse and disposal facilities over the approximately 3-year construction period. The Project is estimated to generate approximately 40,757 one-way vendor truck trips for the delivery of building materials and supplies to the Project Site over the construction period. Based on CARB's on-road vehicle emissions model, EMFAC2017, heavy-duty haul trucks and vendor trucks operating in the South Coast Air Basin would have an estimated average fuel economy of approximately 6.2 and 6.7 miles per gallon in 2021. Although construction would occur over 3 years, 2022 fuel economy values were used to provide a conservative assessment as fuel economies would increase in future years.

The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers to travel to and from the Project Site would depend on the total number of worker trips estimated for the duration of construction activity. The total gasoline fuel was estimated for workers and is also shown in Table 4.7-3.

For comparison purposes, the Project's construction energy demand from transportation fuel is compared to the Los Angeles County transportation fuel sales. As shown in **Table 4.7-4**, *Comparison of Project Construction and County Fuel Usage*, the Project would represent a very small fraction of the County's total fuel consumption. Furthermore, construction of the Project would result in short-term and temporary energy demand lasting approximately 3 years.

TABLE 4.7-4
COMPARISON OF PROJECT CONSTRUCTION AND COUNTY FUEL USAGE

Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Los Angeles County (in 2018) [a]	228,000,000	3,169,000,000
Annual Project Construction	136,205	99,298
Percent of County	0.05%	0.003%

a California Energy Commission, 2018. California Retail Fuel Outlet Annual Reporting (CEC-A15) Results. http://listserver.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html Accessed, October 2019.
SOURCE: ESA 2019.

Conclusion Regarding Construction-Related Energy Consumption

Construction of the Project would require the consumption of energy for necessary on-site activities and to transport materials, soil, and debris to and from the Project Site. The amount of energy used would not represent a substantial fraction of the available energy supply in terms of equipment and transportation fuels. Compliance with the previously discussed anti-idling and emissions regulations and implementation of alternative fueled vehicles as identified in PDF-AQ-1, and the temporary nature of construction would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Therefore, construction of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure. Construction energy impacts would be less than significant.

Operation

Operational energy consumption would occur as a result of each building's energy needs, and the use of transportation fuels (e.g., diesel and gasoline) associated with vehicles traveling to and from the Project Site. This analysis estimates the maximum operational energy consumption to evaluate the Project's associated impacts on energy resources.

Daily operation of the Project would consume energy in the form of electricity and natural gas. Additionally, energy would be consumed off-site for the conveyance and treatment of water, wastewater, and the disposal of solid waste. Building energy use factors and water demand factors from CalEEMod, consistent with the Project analyses conducted for air quality and greenhouse emissions, are used to estimate building energy use. The Project's estimated net operational electricity demand, including from water demand, is provided in **Table 4.7-5**, *Project Operational Electricity Usage*. The Project at both the Hotel Parcel and Second Street Parcel would install solar electric PV systems, as required by the City's Green Building Code Solar Ordinance. With implementation of PDF AQ-2, the Project would reduce indoor potable water use by a minimum of ~~40~~30 percent and outdoor potable water use by a minimum of 50 percent compared to baseline water consumption than required by California 2019 Title 24 Building Energy Efficiency Standards. The Project would be designed to meet the applicable standards of the City's Energy Code at the time of building permit issuance. These energy saving features are included in the electricity estimates in Table 4.7-5. As previously discussed, with the City's recent change to Clean Power Alliance, it is anticipated that the Project would consume electricity from renewable sources and would have no impact on SCE's electricity generation. However, as there is the opportunity to purchase varying amounts of renewable electricity through the CPA as well as opt out of CPA all together, the analysis conservatively assumes the project opts out of CPA with respect to determining impacts from electrical consumption. Calculation details are provided in Appendix F of this EIR.

TABLE 4.7-5
PROJECT OPERATIONAL ELECTRICITY USAGE

	Electricity Per Year (million kWh)	
Source	**5% Above Title 24 Efficiency**	**100% Electric**
SCE Electricity Sales (2018)		87,143
Project Operations:	4.14	7.42
Existing Operations:		5.61
Project Net Total	(1.47)	1.81
Percent SCE	(0.002%)	0.002%

NOTES:
Parenthesis represent negative values
SOURCE: ESA 2020

The Project's estimated net operational natural gas demand is provided in **Table 4.7-6**, *Project Operational Natural Gas Usage*. The Project results in an increase in natural gas use over the existing conditions, this is due to the new residential component of the Project. However, with the implementation of PDF AQ-2, the Project would incorporate surface materials with a high solar-reflectance-index average, coupled with roof assemblies having insulation factors and energy-efficient HVAC that meet the 2019 California Title 24 Building Energy Efficiency Standards which would reduce the net energy drawn from SoCal Gas. Therefore, the Project would reduce the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure. Operational energy impacts would be less than significant.

TABLE 4.7-6
PROJECT OPERATIONAL NATURAL GAS USAGE

	Natural Gas Per Year (million kBtu)	
Source	**5% Above Title 24 Efficiency**	**100% Electric**
SoCalGas Natural Gas Sales (2018)		515,607
Project Operations:	11.17	0
Existing Operations		0.024
Net Project Operations	11.14	(0.024)
Percent of SoCalGas	0.002%	(0.0001%)

SOURCE: ESA 2020

Operational Transportation Energy Consumption

Operation of the Project would result in transportation energy use. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. The Project's

estimated operational transportation fuel demand is provided in **Table 4.7-7**, *Project Operational Fuel Usage*. Calculation details are provided in Appendix F of this EIR.

With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The Project would support sustainable mobility options by locating hotel, retail/restaurant, and residential land uses at an infill location in close proximity to existing off-site commercial, entertainment, office, retail, and residential destinations as well as regional destinations such as Palisades Park, Third Street Promenade, and Santa Monica Pier. The Project Site is located in close proximity to many public transit routes, including transit service provided by Santa Monica Big Blue and Metro, such as the Rapid 7 Route, Route 2, and the Metro Local 20 and Metro Rapid 720. Additionally, the Exposition Light Rail line and its Downtown Santa Monica station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. In addition, the Project would include long-term and short-term bicycle parking spaces to encourage employees and residents to use alternative modes of transportation such as bicycling.

TABLE 4.7-7
PROJECT OPERATIONAL FUEL USAGE

Source	Gallons of Diesel Fuel Per Year	Gallons of Gasoline Fuel Per Year
Los Angeles County (2018)	228,000,000	3,169,000,000
Project Operations [a,b]	48,808	241,252
Existing Operations [a,b]	28,642	179,922
Net Project Operations	20,166	61,330
Percent of County	0.01%	0.002%

NOTES:

[a] Includes diesel fuel required by the on-site emergency generators.

[b] Project operational fuel calculations is based on an operational VMT analysis from the Project's Traffic Impact Assessment.

SOURCE: ESA 2019

As discussed above, the Project Site is an infill location close to jobs, housing, shopping and restaurant uses, and in close proximity to existing public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops.

In addition, as indicated in Chapter 2.0, Project Description, and as stated in PDF AQ-2, the Project would provide for the installation of electric vehicle charging stations. The final number of electric vehicle charging stations would be determined as part of the Development Agreement and would likely exceed the City's code requirements.[31] Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be purchased or utilized by residents and visitors to the Project Site, has the potential to reduce the Project's consumption of gasoline and diesel; however,

[31] As indicated in Chapter 2, Project Description, seventeen (17) electrical charging stations would be provided, which would exceed the City's requirement per SMMC 9.28.160 of nine spaces. However, the final number of charging stations would be included in the Development Agreement.

the effect may be minimal in the current vehicle market. According to EMFAC2017, electric vehicles are predicted to account for approximately 2.3 percent of the vehicle fleet total in 2025 in the region, which would result in a small amount of fuel savings. As such, the Project would not cause wasteful, inefficient, or unnecessary use of energy.

Conclusion Regarding Operation and Maintenance Energy Consumption

Operation of the Project would result in energy usage from building energy demand and transportation-related energy associated with vehicles traveling to and from the Project Site. The amount of energy used would not represent a substantial fraction of the available energy supply in terms of building energy or transportation fuels and would not increase the need for new energy infrastructure. The Project Site is located in a transit-rich area such that vehicle trips and VMT would be minimized and the Project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility. Furthermore, the Project would incorporate green building measures consistent with the City's Energy Code, exceeding the energy efficiency standards in CALGreen. The Project would also provide opportunities for improved energy efficiency exceeding regulatory standards by installing solar electric PV systems and providing capacity for electric vehicle recharging. As the Project would achieve greater than required energy efficiency, it would not result in the wasteful, inefficient, and unnecessary consumption of building energy or transportation energy usage. Therefore, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and would not increase the need for new energy infrastructure or preempt opportunities for future energy conservation. Therefore, operational energy impacts would be less than significant.

Consistency with Energy Plans

ENERGY-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Statement ENERGY-2: *The Project would include a number of sustainable energy efficiency features to support the use of renewable energy and energy efficiency goals. The Project would support and not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

As discussed above, the Project would incorporate green building design features such as solar electric PV systems and electric vehicle charging parking spaces, consistent with the energy efficiency standards in the City's Green Building Code and CALGreen Code. As required by the City's Energy Code, the Project would be designed to consume at least 10 percent (non-residential buildings) and 5 percent (multi-family buildings) less energy than required by the 2019 California Energy Code (or whatever City standards that are applicable at the time of building permit issuance).

The estimated Project trip generation reflect Santa Monica's compact urban development, high levels of public transit service and walkable and bike-friendly streets. With the Expo LRT Downtown Santa Monica Station located approximately 0.5 miles southeast of the Project Site and the high number of bus routes in the Project area, all of the Downtown District is considered a

Transit Priority Area. Given that the Project Site is located in an urban area within proximity to transit such that vehicle trips and VMT would be minimized, the Project would be consistent with and support the goals and benefits of the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them".[32] As discussed above, the Project Site is an infill location close to jobs, housing, shopping and restaurant uses, and in close proximity to existing public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. The number of destinations available for non-motorized trips within the City shows that the existing infrastructure and built environment is sufficiently developed such that projects located in the area would be expected to achieve substantial and credible reductions in trip distances and overall VMT and would have a substantially greater level of transportation efficiency when compared to the Citywide and statewide averages. The Project would therefore be consistent with the SCAG 2016 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions (refer to Section 4.9, *Greenhouse Gas Emissions*, for a detailed discussion regarding the Project's VMT reducing land use characteristics and consistency with the SCAG 2016 RTP/SCS).

The Project would install electric vehicle charging spaces. The Project would install long-term and short-term bicycle parking, which have the potential to reduce fuel consumption, as well as criteria pollutant and GHG emissions. The Project would also provide showers and clothes lockers for employees which has the potential to reduce secondary trips. The Project would be consistent with the City's Transportation Demand Ordinance as discussed in Section 4.17, *Transportation*, of this EIR. The Project would also be consistent with State and local plans that provided energy efficiency increases in order to reduce greenhouse gases as detailed in Section 4.9, *Greenhouse Gas Emissions*, and the RTP/SCS as summarized above. The Project would incorporate PDF AQ-2 that would provide opportunities for improved energy efficiency that would exceed the regulatory standards.

As a result, the Project would support Statewide efforts to improve transportation energy efficiency and reduce wasteful or inefficient transportation energy consumption with respect to private automobiles. Overall the Project's features would support and promote the use of renewable energy and energy efficiency, therefore, the Project impacts would be less than significant.

4.7.4.5 Cumulative Impacts

Cumulative development inclusive of the Project would also contribute to impacts on energy resources from the SCE and SoCalGas, as well as regional fuel consumption due to increased vehicle miles traveled.

[32] SCAG 2016, Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 5: The Road to Greater Mobility and Sustainable Growth, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_05_RoadToGreaterMobilityAndSustainableGrowth.pdf. Accessed February 2019.

Consumption of Energy

Electricity

The geographic context for the cumulative analysis of electricity is SCE's service area. Growth within this service area is anticipated to increase the demand for electricity and the need for infrastructure, such as new or expanded facilities.

Buildout of the Project, cumulative projects, and additional growth forecasted to occur in the City would increase electricity consumption during Project construction and operation, and may cumulatively increase the need for energy supplies. However, as discussed previously, the Project as well as cumulative projects in the service area would be required to comply with the City's Green Building Code and Energy Code. As such, cumulative projects would also be required to be more energy efficient than the California Energy Code, and would be required to install photovoltaic systems. Additionally, Santa Monica receives electricity from the CPA and therefore, the Project and cumulative projects would consume electricity that is generated by some percentage of renewable energy sources.[33] As shown in Table 4.7-4, Project electricity consumption would range from less than existing consumption resulting in a benefit to SCE resources to a net increase of 1.81 GWh or 0.002 percent of SCE's annual consumption. Accordingly, the impacts related to electricity consumption would not be cumulatively considerable, and thus would be less than significant.

Natural Gas

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. While growth within this geographic region is anticipated to increase the demand for new natural gas hookups and meters, efficiency upgrades and the transition away from natural gas as a source of energy generation is expected to decrease the overall natural gas demand in future years.

Though electricity usage is predicted to rise, natural gas demand is expected to decline overall from 2016-2035 accounting for population and economic growth as well as efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. SoCalGas predicts a decline in every sector (residential, industrial, commercial, electricity generation, and vehicular), with the exception of wholesale and international gas sales to Mexico. The 2016 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 0.6% from 2016 to 2035. The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI)."[34]

Buildout of the Project and cumulative projects in the SoCalGas service area is expected to increase short term natural gas consumption and the need for natural gas supplies, but long-term energy efficiency upgrades are expected to reduce the energy impacts of both the Project and related

[33] CPA allows for the selection of 36%, 50%, or 100% renewable energy or to maintain SCE services. As residents would be allowed to choose their own service level, the Project cannot state with certainty the renewable levels that will be achieved by Project implementation.

[34] California Gas and Electric Utilities, 2016. 2016 California Gas Report. Available at https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf. Accessed October 2019.

projects as the upgrades are incorporated. Based on the Project's estimated natural gas consumption as shown in Table 4.7-5, the Project would account for consumption of up to approximately 0.002 percent of SoCalGas demand for the Project's buildout year.

Although future development projects would result in the use of nonrenewable natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas's service area. Further, like the Project, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards in Title 24, and incorporate mitigation measures, as necessary. While initially cumulative projects could result in increased natural gas demand compared to existing uses on each specific project site, the overall demand for natural gas over time is expected to decline due to increases in regional natural gas efficiencies and the transition to renewable energy on a statewide basis displacing fossil fuels including natural gas. Therefore, the Project would not have a cumulatively considerable impact related to natural gas consumption, and impacts would be less than significant.

Transportation Energy

Buildout of the Project and cumulative projects in the region would be expected to increase overall VMT; however, the effect on transportation fuel demand would be minimized by future improvements to vehicle fuel economy pursuant to federal and state regulations. By 2025, vehicles will be required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012-2016 standards. As discussed previously, the Project would support statewide efforts to improve transportation energy efficiency and would locate hotel, retail, restaurant and residential uses near major transit facilities, including the Expo light rail station. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT pursuant to SB 375, and as outlined in the SCAG 2016 RTP/SCS for the region, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them".[35] Cumulative projects would also be consistent with these goals and would also contribute to transportation energy efficiency. Furthermore, according to the USEIA's International Energy Outlook 2016, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2040).[36] Therefore, as the Project would incorporate land use characteristics consistent with state goals for reducing VMT, the Project would not have a cumulatively considerable impact related to transportation energy, and impacts would be less than significant.

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35 SCAG 2016, Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 5: The Road to Greater Mobility and Sustainable Growth, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_05_RoadToGreaterMobilityAndSustainableGrowth.pdf. Accessed February 2019.

36 United States Energy Information Administration (EIA), 2016. International Energy Outlook 2016. Available at: https://www.eia.gov/outlooks/ieo/pdf/0484(2016).pdf. Accessed October 2019.

4.7.5 Mitigation Measures

DCP Mitigation Measures

There are no DCP mitigation measures that are applicable to the Energy analysis.

Project-Specific Mitigation Measures

The Project would not have a significant impact on the environment due to energy consumption. Therefore, impacts would be less than significant and no Project-specific mitigation measures are required.

4.7.6 Level of Significance After Mitigation

With adherence to applicable regulations and implementation of the PDFs pertaining to sustainability, the Project would result in less than significant energy impacts.

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4.8 Geology and Soils

4.8.1 Introduction

This section provides an analysis of potential geologic and soils hazards associated with the Project, including fault rupture, ground shaking, liquefaction, dynamic dry settlement, expansive soils, and landform/landslide. This section is based in part on information and findings included in the *Preliminary Geotechnical Evaluation for an Environmental Impact Report* (Preliminary Geotechnical Evaluation) prepared for the Project (January 2019) and included as Appendix G-1 to this EIR.[1] The analysis also relies on reference documents prepared by federal, state, and local agencies, including the City of Santa Monica (City) General Plan Safety Element, the California Building Code (CBC), and the Santa Monica Building Code, as codified in the Santa Monica Municipal Code (SMMC).

This section also evaluates potential impacts to paleontological resources and unique geologic features. The analysis of paleontological resources is based on the results of the *Paleontological Resources Technical Report* (May 2019) prepared for the Project and included as Appendix G-2 of this EIR.

4.8.2 Environmental Setting

4.8.2.1 Existing Conditions

Regional Geologic Setting

The Project Site is located within the northern portion of the Los Angeles Basin ("Basin") and Peninsular Ranges Geomorphic Province. The Basin is bounded by the east and southeast by the Santa Ana Mountains and San Joaquin Hills, the northwest by the Santa Monica Mountains, and to the west by the Pacific Ocean. The City is located within the Santa Monica Sub-basin, bounded by the Santa Monica Mountains to the north, the Ballona escarpment to the south, the Inglewood Fault to the east and the Pacific Ocean to the west. The peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-west trending reverse faults that form the southern margin of the Transverse Ranges. Regional faulting and seismicity in Southern California is dominated by the San Andreas Fault Zone, which separates the North American and Pacific tectonic plates. Movement between the two plates is the primary force behind fault ruptures in California.

Over 22 million years ago, the Basin was a deep marine basin formed by tectonic forces between the North American and Pacific Plates. Since that time, over five miles of marine and non-marine sedimentary rock, as well as intrusive and extrusive igneous rocks have filled the Basin. During the last two million years, defined by the Pleistocene and Holocene epochs, the

[1] Geotechnologies, Inc., Consulting Geotechnical Engineers; Preliminary Geotechnical Evaluation for an Environmental Impact Report, Proposed Miramar Hotel Renovation and Expansion, 101 Wilshire Boulevard, Santa Monica, California, January 14, 2019.

Basin and surrounding mountain ranges have been uplifted to form the present day landscape. Erosion of the mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers, such as the Los Angeles River. Areas that have experienced subtle uplift have been eroded with gullies.

On-Site Geologic Setting

Overall, the Project Site is relatively level with a gentle slope toward the southwest. Total topographic relief of the Hotel Parcel is approximately 12 feet, with elevations ranging between approximately 107 feet above mean sea level ("msl") at the intersection of California Boulevard and 2nd Street to 95 feet above msl at the intersection of Wilshire Boulevard and Ocean Avenue. Total relief across the Second Street Parcel is approximately two feet, with an elevation of approximately 103 feet above msl at the northeast corner of the parcel and 101 feet above msl at the southwest corner of the parcel. In general, both parcels are flat with no pronounced high or low areas; however, portions of the existing Palisades Building, Ocean Tower, and Administration Building are underlain by one-level subterranean basements.

Given the developed condition of the Project Site, no recent subsurface soil investigations have been completed. However, as described in detail in the Methodology subsection below, subsurface soil investigations were completed at the Project Site in 1956 for the construction of the existing Ocean Tower (three on-site borings at depths between 30 and 40 feet below ground surface (bgs). In addition, subsurface soil investigations and soils analysis have been completed for existing developments on adjacent parcels, including the 17-story hotel at 1111 2nd Street (four borings completed in 1963 to depths between 66 and 76 feet bgs), the 23-story office building at 101 Wilshire Boulevard (11 soil borings completed in 1968 to depths between 70 and 131 feet bgs), and the 13-story condominium building at 101 California Avenue (6 borings completed in 1963 to depths between 46 and 86 feet bgs).

Based on the findings of previous on-site and adjacent subsurface soil investigations, the Project Site is underlain by older (Pleistocene)[2] firm, alluvial sediments deposited by river and stream action, most likely in excess of 200 feet of depth. In the Project vicinity, these alluvial soils generally consist of mixtures of sand, silt, clay, with varying amounts of slate gravels. The older alluvium is very dense or stiff and well consolidated. However, local variations in moisture content and soil type could result in the presence of soft clayey and silty soils.

In addition, based on the findings of previous on-site and adjacent subsurface soil investigations, groundwater was encountered in the immediate vicinity of the Project Site at depths ranging from between 75.5 and 93 feet bgs. Slight seepage was also encountered at depths between 62 and 77 feet bgs. Fluctuations in the level of groundwater are expected to occur over time due to variations in rainfall, temperature, and other factors. The historic high groundwater level for the Project Site has been estimated at approximately 40 feet bgs.[3]

[2] The Pleistocene geologic time period (epoch) lasted from approximately 11,700 to 2.58 million years ago.

[3] Based on groundwater data provided in the Seismic Hazard Zone Reports of Beverly Hills and Topanga 7 ½ minute Quadrangles. Preliminary Geotechnical Evaluation, Geotechnologies, Inc. January 2019, page 11.

Surface water drainage on the Project Site occurs by sheet flow along the existing contours to drainage catchments in City streets.

Earthquake Faults

There are numerous earthquake faults in Southern California, including active, potentially active, and inactive faults, and the area is underlain by several buried (blind) thrust faults. Based on criteria established by the California Geological Survey (CGS), active faults are those that have shown evidence of movement within the past 11,700 years (i.e., Holocene). Potentially active faults are those that have shown evidence of movement between 11,700 and 1.6 million years ago (i.e., Pleistocene). Inactive faults are those that have not exhibited displacement within the last 1.6 million years. Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the Southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake.

As shown in **Figure 4.8-1,** *Earthquake Fault Zone,* the closest fault to the Project Site is the Santa Monica Fault, which is comprised of various segments with several strands.[4] The westernmost segment (Segment 1) begins where the Santa Monica Fault comes onshore at Pacific Palisades and extends to the northeast towards Santa Monica Canyon, primarily as a single trace. Segment 2 is much wider and consists of several strands trending east through the City of Santa Monica and south of Brentwood Knoll. Segments 3 and 4 trend more northeasterly and are expressed as a semi-continuous series of linear scarps in the older alluvial fan deposits, with Segment 4 specifically paralleling Santa Monica Boulevard as it enters the Cheviot Hills. East of the Cheviot Hills and the West Beverly Hills lineament (WBHL), Segment 5 is mapped as a single trace in the Benedict Canyon Wash alluvial plain trending to the northeast towards the mapped location of the buried Salt Lake Fault. The Santa Monica fault system is characterized with an oblique left-lateral strike-slip movement with calculated minimum dip-slip only rates of approximately 0.5 to 0.6 mm/year to approximately 1.0 mm/year based on mechanical models of the faults in the Los Angeles Basin.[5]

The next nearest fault is the Newport-Inglewood fault, an active fault located approximately 6.1 miles to the east of the Project Site. The onshore portion of the Newport-Inglewood fault zone extends approximately 47 miles from Culver City to Newport Beach and has been the source of several earthquakes, including the 1933 Long Beach earthquake (magnitude 6.4) and smaller earthquakes in Inglewood (1920), Gardena (1941), and Torrance-Gardena (1941). The fault zone is not a continuous surface fault, but is marked by a series of uplifts and anticlines, including Baldwin Hills.

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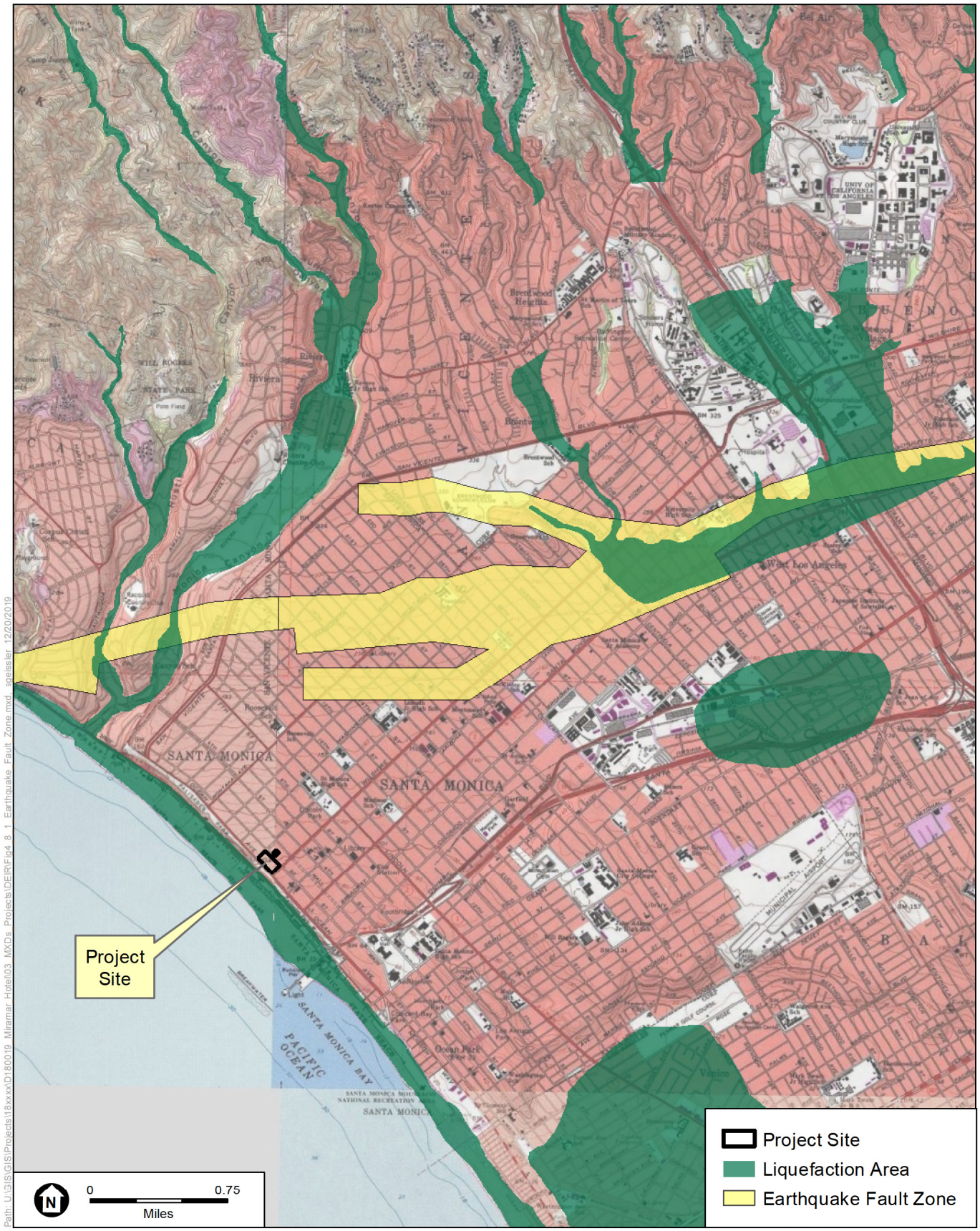
4 California Geological Survey Fault Evaluation Report, The Hollywood, Santa Monica and Newport-Inglewood Faults in the Beverly Hills and Topanga 7.5' Quadrangles Los Angeles County, California Brian P.E. Olson Engineering Geologist January 5, 2018.

5 Ibid.



SOURCE: USGS Topographic Series (Beverly Hills, Topanga, CA); CGS.

Miramar Hotel Project

Figure 4.8-1
Earthquake Fault Zone

ESA

The Elysian Park fault is located approximately 16 miles east of the Project Site and is an active buried (blind) fault that extends approximately 12 miles between Silver Lake and Whittier Narrows. The 1987 Whittier Narrows earthquake (magnitude 5.9) has been attributed to subsurface thrust faults, which are reflected at the earth's surface by a west-northwest trending anticline known as the Elysian Park anticline.

The subsurface faults that create the structure are not exposed at the surface; however, as demonstrated by the 1987 earthquake and two smaller earthquakes on June 12, 1989, the faults are a source for future seismic activity. Accordingly, the Elysian Park fold and thrust belt is considered active and capable of generating future earthquakes and seismic shaking. The magnitude 6.7 Northridge earthquake, in 1994, was caused by the Northridge buried (blind) thrust fault located beneath the San Fernando Valley, approximately 14 miles north of the Project Site.

Geologic Hazards

Fault Rupture

Fault rupture is defined as the displacement (e.g., movement or rupture) that occurs along the surface of a fault during an earthquake. Fault rupture occurs when movement on a fault within the earth breaks through to the surface. When fault movement is observable on the ground surface, it is known as a surface trace. Fault rupture is most common at active faults that have surface traces, but can also result from seismic activity of an active buried thrust fault. The risk for surface rupture potential from an active buried thrust fault is considered negligible; however, the seismic risk of these buried thrust faults in terms of recurrence and maximum potential magnitude is not well established. As discussed above, the Elysian Park is a major active buried thrust fault withinin the Basin and in the vicinity of the Project Site.

As discussed in detail in the Regulatory Framework subheading below, the Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish earthquake fault zones around the surface traces of active faults and to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. These zones, which generally extend from 200 to 500 feet on each side of the known active fault, identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In January 2018, the California Geological Survey established Alquist-Priolo Fault Zones around the Santa Monica Fault; however, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as the Project Site is approximately 3,100 feet south of the Santa Monica fault.

Seismic Ground Shaking

Although the Project Site is not located within a Alquist-Priolo Earthquake Fault Zone, it is located in the seismically active region of southern California, and as such, is susceptible to future seismic events on a number of different active faults in the region that could produce substantial ground shaking. Earthquake magnitudes are quantified using the Richter scale, which is a logarithmic scale whereby each whole number increase in Richter magnitude represents a tenfold increase in the amplitude of the seismic wave generated by an earthquake.

For example, at the same distance from a fault, the shaking during a magnitude 5.0 earthquake will be 10 times larger than a magnitude 4.0 earthquake while the amount of energy released would increase by a factor of 32. Earthquakes of Richter magnitude 6.0 to 6.9 are classified as moderate, those between 7.0 and 7.9 are classified as major, and those of 8.0 or more are classified as great.

According to forecasts by the United States Geologic Survey (USGS) and the Working Group on California Earthquake Probabilities, the southern California region has a 95 percent probability of experiencing an earthquake magnitude of 6.7 or greater in the next 30 years (USGS 2015). The City has previously experienced seismic activity and ground shaking from various regional faults, such as the most recent regional seismic event, the July 2019 Ridgecrest earthquake (magnitude 7.1) and the January 1994 Northridge earthquake (magnitude 6.7). As discussed above, the City is crossed by the north and south branches of the Santa Monica Fault and the Newport-Inglewood fault is located approximately 6.1 miles to the east of the Project Site. The Santa Monica fault has the potential to generate a maximum credible earthquake magnitude of 6.7. Ground shaking that an area is subject to is primarily a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. In addition, the Northridge (1994) earthquake showed how peculiarities in basin effects can play a significant role in ground accelerations at particular areas. Seismically-induced groundshaking has the potential to result in building or infrastructure damage, loss of property, or risk to human health.

Liquefaction

Liquefaction is a form of temporary, earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable soil material into a fluid-like state. This fluid-like state can result in horizontal and vertical movements of soils and building foundations from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Predominantly fine-grained soils, such as silts and clay, are less susceptible to liquefaction.

The Seismic Hazards Map of the Beverly Hills and Topanga Quadrangle prepared by the CGS does not locate the Project Site in a liquefaction hazard zone (see Figure 4.8-1).[6] This determination is based on groundwater depth records, soil type and distance to a fault capable of

[6] California Geologic Survey (formerly the California Department of Conservation, Division of Mines and Geology, State of California Seismic Hazard Zones Map, Topanga Quadrangle (effective April 7, 1997) and Beverly Hills Quadrangle (CGS 2018 as cited in Geotechnologies 2019).

producing a substantial earthquake.[7] The City's General Plan Safety Element indicates the Project Site is also in an area with low liquefaction risk.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake-related ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures (i.e., soils below one portion of a building or structure settle at a different rate than at other portions of the building). As discussed above, the Project Site is underlain by fine-grained, consolidated, older (Pleistocene) alluvium, which is typically cohesive, dense or stiff, and consolidated, and not typically subject to dynamic settlement. However, overlying artificial fills, if present, can create conditions susceptible to dynamic settlement if not appropriately compacted.

Landslides

The Project Site is located immediately northeast of Palisades Park and the coastal bluff that extends along much of the western perimeter of the City. At the nearest points, the Project Site is located approximately 185 to 200 feet away from the top of the coastal bluff, which is approximately 80 feet high.

The Technical Background Report to the City's General Plan Safety Element indicates that the coastal bluff has the potential for landslides and documented slope failures have occurred in the past, including at sections of the coastal bluff near the toe of the California Incline and below Marguerita Avenue.[8] Historically, landslide events have been attributed to saturation of bluff soils from excessive rainfall and/or utility malfunction. Seismic shaking and traffic vibration are also reported to have contributed to landsliding. The Technical Background Report further states that "slope stability analyses (performed by others) indicate that the bluff slope exhibits a satisfactory factor of safety for gross deep-seated stability (Geotechnologies 2019). However, the upper, near-vertical portion of the slope may be expected to generate 'soil falls' during heavy rains, seismic events, subsurface seepage, or by excessive surface runoff over the slope" (Geotechnologies 2019).

Although it is acknowledged in the Technical Background Report that the bluff near the toe of the California Incline and the upper, near-vertical portion of the slope may be subject to landslides, there is variability in the available data as to how far back the potential for slope failures occurs away from the edge of the coastal bluff. For instance, the City Geologic Hazards Map indicates that the area designated as a "High Risk" for landslide susceptibility extends eastward from the coastal bluff to 1st Court (approximately to the middle of the Project Site). However, according

[7] As noted above, the historic high groundwater has been estimated at 40 feet below ground surface and unconsolidated loose deposits found within 50 feet of ground surface can be susceptible to liquefaction. However, according to available geotechnical reports, the materials at the site were found to be very dense and the geotechnical evaluation for the site considered the potential for liquefaction at the site to be negligible (Geotechnologies 2019).

[8] City of Santa Monica, Safety Element of the General Plan, Technical Background Report, January 1995, prepared by Leighton and Associates, Inc.; adopted by Santa Monica City Council February 21, 1995.

to the *City of Santa Monica Guidelines for Geotechnical Reports*, zones delineated on the State Seismic Hazard Maps supersede those shown on the City Geologic Hazards Map.[9] The State of California Seismic Hazards Maps prepared by CGS indicate that the potential for "Earthquake-Induced Landslides" only exists on the face of the coastal bluff itself.[10] The State of California Seismic Hazards Maps do not address other causes of landsliding such as saturated soil, traffic vibration, or excessive surface runoff.

As part of the geotechnical evaluation of the Project Site, a review of other geotechnical reports for projects in the vicinity of the Project Site was conducted to assess site specific landslide risks in proximity to the bluffs (Geotechnologies 2019). The findings are presented below in the impact analysis. Based on that review, slope stabilization and dewatering measures implemented by the City, the dense underlying materials of the Project Site, and the distance from the bluff, development of the Project was determined to have negligible risk of causing instability of the bluffs or otherwise being adversely affected (Geotechnologies 2019).

Expansive Soils

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may cause unacceptable settlement or heave of structures, concrete slabs-on-grade, or pavements supported over these materials. Depending on the extent and location below finished subgrade, expansive soils could have a detrimental effect on structures because the uneven expansion and contraction of soils underneath a building foundation can cause cracks and/or structural failure of foundations, walls, and ceilings. As indicated by the Preliminary Geotechnical Evaluation, the soils underlying the site are not known to have any significant soil expansion potential.

Paleontological Resources and Unique Geologic Features

Paleontological resources potential is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological potential is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources," the SVP (2010: 1-2) defines four categories of paleontological potential for rock units: high, low, undetermined, and no potential:

- **High Potential.** Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations

[9] City of Santa Monica Building and Safety, Guidelines for Geotechnical Reports, Version 1.6, March 2010

[10] California Geologic Survey (formerly the California Department of Conservation, Division of Mines and Geology, State of California Seismic Hazard Zones Map, Topanga Quadrangle (effective April 7, 1997) and Beverly Hills Quadrangle (effective March 25, 1999).

and some volcaniclastic formations (e. g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e. g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones, etc.).

- **Low Potential.** Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e. g. basalt flows or Recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils.
- **Undetermined Potential.** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.
- **No Potential.** Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources (SVP, 2010; 1-2). For excavations in rock units of known high potential, a Qualified Professional Paleontologist or Paleontological Resources Monitor (as defined by the SVP Guidelines) should be present initially during 100 percent of the earth-moving activities. After 50 percent of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the Qualified Professional Paleontologist's discretion. If potential paleontological resources are discovered during excavations in a rock unit with low potential, all ground disturbance in the vicinity of the find should stop immediately until a Qualified Professional Paleontologist can assess the nature and importance of the find and recommend appropriate salvage, treatment, and future monitoring and mitigation (SVP, 2010).

For geologic units with high or undetermined potential, field surveys by a Qualified Professional Paleontologist should be conducted to specifically determine the paleontological resource potential of the rock units present within the study area.

LACM Database Search

A database search for records of fossil localities within the Project Site was conducted by the Natural History Museum of Los Angeles County (LACM) on August 28, 2013 (McLeod, 2013). The purpose of the museum records search was to: (1) determine whether any previously recorded fossil localities occur in the area; (2) assess the potential for disturbance of these localities during construction; and (3) assist in evaluating the paleontological sensitivity of the area.

The database search results indicate that no known vertebrate fossil localities have been recorded within the Project Site; however, localities have been recorded nearby in the same sedimentary deposits that underlie the Project Site. The nearest fossil locality to the Project Site from older alluvium sediments is LACM 5462, which produced a specimen of an extinct lion at a depth of 6 feet below the surface and is approximately 1.5 miles east of the Project Site. The next closest fossil locality to the Project Site is LACM 7879 and is located approximately 2.5 miles southeast of the Project Site. This locality produced fossil specimens of a horse and a ground sloth at more than 11 feet in depth (McLeod, 2013).

4.8.3 Regulatory Framework

4.8.3.1 State

Geology/Soils

Alquist-Priolo Earthquake Fault Zoning Act (1972)

The purpose of this Act is to regulate types of development near active faults to mitigate the hazard of fault rupture. Under this Act, the State Geologist is required to delineate earthquake fault zones/Alquist-Priolo Fault Zones along known active faults in California. The Act also requires that geologic studies be conducted to locate and assess any active fault traces in and around known active fault areas prior to development of buildings for human occupancy. Local cities and counties must regulate certain development projects within the Alquist-Priolo Fault Zones, generally by issuing building permits only after geologic investigations demonstrate that Project Site is not threatened by future surface displacement. A buffer prohibiting the construction of structures for human occupancy may be established. Typically, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazards Mapping Act

In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990. Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of the project area are investigated and appropriate mitigation measures, if any, are incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plan and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. Under Public Resources Code Section 2697, cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Each city or county shall submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval.

California Building Code

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The 2019 CBC became effective January 1, 2020. The CBC contains California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standard ASCE/SEI 7-16, *Minimum Design Loads for Buildings and Other Structures*, provides requirements for general structural design and includes means for determining earthquake loads[11] as well as other loads (such as wind loads) for inclusion into building codes. Seismic design provisions of the building code generally prescribe minimum lateral forces applied statically to the structure, combined with the gravity forces of the dead and live loads of the structure, which the structure then must be designed to withstand. The prescribed lateral forces are generally smaller than the actual peak forces that would be associated with a major earthquake. Consequently, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Conformance to the current building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake. However, it is reasonable to expect that a structure designed in-accordance with the seismic requirements of the CBC should not collapse in a major earthquake.

The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, all of which are used to determine a seismic design category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site; SDC ranges from A (very small seismic vulnerability) to E/F (very high seismic vulnerability and near a major fault). Seismic design specifications are determined according to the SDC in accordance with Chapter 16 of the CBC. Chapter 18 of the CBC covers the requirements of geotechnical investigations (Section 1803), excavation, grading, and fills (Section 1804), load-bearing of soils (1806), as well as foundations (Section 1808), shallow foundations (Section 1809), and deep foundations (Section 1810). For Seismic Design Categories D, E, and F, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral

[11] A load is the overall force to which a structure is subjected in supporting a weight or mass, or in resisting externally applied forces. Excess load or overloading may cause structural failure.

spreading, plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also addresses measures to be considered in structural design, which may include ground stabilization, selecting appropriate foundation type and depths, selecting appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The potential for liquefaction and soil strength loss must be evaluated for site-specific peak ground acceleration magnitudes and source characteristics consistent with the design earthquake ground motions.

Chapter 18 also describes analysis of expansive soils and the determination of the depth to groundwater table. Expansive soils are defined in the CBC as follows:

> **1803.5.3 Expansive Soil**. In areas likely to have expansive soil, the building official shall require soil tests to determine where such soils do exist. Soils meeting all four of the following provisions shall be considered expansive, except that tests to show compliance with Items 1,2 and 3 shall not be required if the test prescribed in Item 4 is conducted:

1. Plasticity index (PI) of 15 or greater, determined in accordance with ASTM D 4318.
2. More than 10 percent of the soil particles pass a No. 200 sieve (75 micrometers), determined in accordance with ASTM D 422.
3. More than 10 percent of the soil particles are less than 5 micrometers in size, determined in accordance with ASTM D 422.
4. Expansion index greater than 20, determined in accordance with ASTM D 4829.

Paleontological Resources

Public Resources Code Sections 5097.5 and 30244

Other state requirements for paleontological resources are included in Public Resources Code Section 5097.5 and Public Resources Code Section 30244. Section 5097.5 states that "a person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." Section 5097.5 also states that "a violation of this section is a misdemeanor, punishable by a fine not exceeding ten thousand dollars ($10,000), or by imprisonment in a county jail not to exceed one year, or by both that fine and imprisonment." This section defines public lands as "lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof."

Section 30244 states that "where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required."

Society for Vertebrate Paleontology Guidelines

The Society Vertebrate Paleontology (SVP) has established standard guidelines (SVP, 2010) that outline professional qualifications, protocols, and practices for paleontological resources assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, specimen preparation, identification, analysis, and curation. Most practicing professional vertebrate paleontologists adhere closely to the assessment, mitigation, and monitoring requirements as specifically provided in the SVP Guidelines. Most state regulatory agencies with paleontological resource-specific Laws, Ordinances, Regulations, and Standards (LORS) accept and use the professional standards set forth by the SVP.

Paleontological Resources Significance Criteria

As defined by the SVP (2010:11), significant nonrenewable paleontological resources are:

> *Fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years).*

Numerous paleontological studies have further developed criteria for the assessment of significance for fossil discoveries (e.g. Eisentraut and Cooper, 2002; Murphey and Daitch, 2007; Scott and Springer, 2003, etc.). In general, these studies assess fossils as significant if one or more of the following criteria apply:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; or
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

In summary, significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important (Eisentraut and Cooper, 2002; Murphey and Daitch, 2007; Scott and Springer, 2003). Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important (Scott and Springer, 2003; Scott et al., 2004).

4.8.3.3 Local

Santa Monica General Plan Safety Element

The Safety Element (1995) includes goals and policies that address the issues of protecting the public from earthquake and landslide hazards and minimizing the economic impact of strong ground motion, liquefaction, and fault rupture on public and private property. The goals and policies guide City procedures for regulating geologic hazards and include the following two policies that address review of individual development projects:

> **Policy 1.2.3**: Through the environmental review process, the City shall encourage special development standards, designs, and construction practices to reduce seismic risks to acceptable levels for projects involving critical facilities, large-scale residential developments, and major commercial or industrial developments.
>
> **Policy 1.3**: The City shall require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process.

City of Santa Monica Building Code (Chapter 8.12 of the Santa Monica Municipal Code)

The City's Building Code sets minimum design and construction standards, and establishes certain portions of the city as seismic and geologic hazard zones which require special design requirements for construction. Applicable sections include:

- Section 8.12.020 – Adoption of California Building Code. The City of Santa Monica Building Code sets the minimum design and construction standards for construction. The "California Building Code, 2019 Edition," adopts by reference the International Building Code, 2018 Edition, as published by the California Building Standards Commission and the International Code Council including "Seismic Hazard Maps," as published by the United States Geological Survey. It was adopted with the local amendments and provisions of this Chapter, and with Chapters 8.18 and 8.48 through 8.80 of the Santa Monica Municipal Code, and is known as the Building Code of the City of Santa Monica.
- Section 8.12.050 – Supplemental Land Hazard Zone Regulations. The Safety Element established certain portions of the City as Seismic Hazard Zones and Geologic Hazard Zones. These areas and all accompanying information have been incorporated into the Municipal Code as Land Hazard Zones. All construction that is within a Hazard Zone is subject to the special design requirements necessary to affect the stated purpose of these codes. Special design requirements shall conform to the guidelines of the California Department of Conservation, Division of Mines and Geology.

City of Santa Monica Guidelines for Geotechnical Reports

The City implements General Plan Safety Element Policy 1.3 through the City Guidelines for Geotechnical Reports - City of Santa Monica Building and Safety, dated March 2010. (City of Santa Monica 2010b) The guidelines establish standards for data and analysis that must be included in Final Geotechnical Reports, peer review of that data, and demonstration of compliance with applicable CBC regulations and standards for review set forth by the California Geological Survey Special Publication 117 Guidelines for Evaluating and Mitigating Seismic

Hazards in California. This includes the identification of specific geotechnical engineering and design recommendations for a proposed project. Before a grading or building permit can be issued for a proposed project, a Final Geotechnical Report must be submitted to the City's Building and Safety Division for review and approval at the time of final building plan check.

4.8.4 Environmental Impacts

4.8.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). The Appendix G questions for geology and soils include the following:

Would the Project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:
   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
   ii) Strong seismic ground shaking?
   iii) Seismic-related ground failure, including liquefaction?
   iv) Landslides?
b) Result in substantial soil erosion or the loss of topsoil?
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<u>Non-Applicable Checklist Questions:</u>

The following question relative to geology and soils was considered in the Initial Study and it was determined that no impact would occur. Therefore, no further analysis is provided in the EIR.

(e) (*Septic Systems*): The Project Site is located in a highly urbanized area and is currently supported by existing municipal wastewater infrastructure. As such, no impact would occur related to septic systems or alternative wastewater disposal systems. Wastewater treatment and infrastructure are evaluated in Section 4.19, Utilities – Sewer.

Based on the above, impacts regarding geology and soils would be significant if the Project would:

GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
- Strong seismic ground shaking.
- Seismic-related ground failure, including liquefaction.
- Landslides.

GEO-2: Result in substantial soil erosion or the loss of topsoil.

GEO-3: Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

GEO-4: Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.

GEO-5: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Methodology

Geology and Soils

This analysis of impacts associated with geology and soils is based on the Preliminary Geotechnical Evaluation prepared by Geotechnologies, Inc., which is provided in Appendix G-1 of this EIR. As discussed above, the *Guidelines for Geotechnical Reports* outline several types of acceptable geotechnical reports. The Preliminary Geotechnical Evaluation satisfies the requirements of a Feasibility- or Preliminary Design-level Geotechnical Report.

In this regard, the Preliminary Geotechnical Evaluation included site observations, research of public records, groundwater review, and a review of available files and published geotechnical information. The Preliminary Geotechnical Evaluation was prepared for the Project to evaluate existing geologic and soils conditions and to assess the potential effects of the Project with respect these conditions. Due to the presence of existing structures and ongoing Hotel operations, as well as the Project being in a preliminary design phase, subsurface soil investigations of the Project Site, above that completed for the 10-story Ocean Tower in 1956, have not yet been conducted. Although recent subsurface soil investigations have not yet been completed, the

Preliminary Geotechnical Evaluation builds on the information obtained from several related geotechnical studies prepared throughout the City of Santa Monica and in the immediate vicinity of the Project Site. Reports referenced in the Preliminary Geotechnical Evaluation that are within the boundaries of the Project Site or located on parcels located immediately adjacent to the Project Site are as follows:

- Report of Foundation Investigation, Proposed Additions to Hotel, Santa Monica, California, for the Miramar Hotel, prepared by LeRoy Crandall and Associates and dated October 23, 1956.
- Supplementary Information, Foundation Investigation, Proposed Additions to Hotel, Santa Monica, California, for the Miramar Hotel, prepared by LeRoy Crandall and dated November 9, 1956.
- Report of Foundation Investigation, Proposed General Telephone Company Executive Headquarters, Wilshire Boulevard and Ocean Avenue, Santa Monica, California, prepared by LeRoy Crandall and Associates and dated July 1, 1968.
- Report of Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of Wilshire Boulevard and Second Street, Santa Monica, California, prepared by Law / Crandall and dated August 6, 1997.
- Foundation Investigation, Proposed 13-Story Apartment Building, California Avenue and Ocean Avenue, prepared by Donald R. Warren Co. Engineers and dated January 1962.
- Foundation Investigation, Proposed 17-Story Apartment – Hotel, 1115 – 1121 Second Street, Santa Monica, California, prepared by Donald R. Warren Co. Engineers and dated September 1963.

For a complete list of previous geotechnical investigations referenced in the Preliminary Geotechnical Evaluation, please refer to Appendix G-1 of this EIR.

Information provided in this section is additionally based on the City's General Plan Safety Element, applicable policies of the CBC and SMMC, CGS, and Southern California Earthquake Center earthquake zone reports are incorporated by reference. The known information about the Project Site as it is derived from the above reference documents, as well as design elements incorporated as part of the Project are then compared to the Thresholds of Significance established below to determine if the Project would result in a significant adverse geological impact.

Paleontological Resources

The analysis of paleontological resources is based on a review of the LACM paleontological records search results, as well as geologic map and literature reviews. The *Paleontological Resources Technical Report* prepared for the Project is provided in Appendix G-2 of this EIR. The objective of the analysis was to determine the geological formations underlying the Project Site, whether any paleontological localities have previously been identified within the Project Site or in the same or similar formations near the Project Site, and the potential for excavations associated with the Project to encounter paleontological resources. These methods are consistent

with the SVP guidelines for assessing the importance of paleontological resources in areas of potential environmental effect.

Although no known resources were identified within the Project Site from the LACM search, this does not preclude the existence of previously unknown buried paleontological resources within the Project Site that may be impacted during construction of the Project.

4.8.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The Downtown Community Plan EIR does not include any mitigation measures for geology and soils. However, the following mitigation measures regarding paleontological resources from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR apply to the Project:

> **DCP MM CR-4a: Paleontological Monitoring.** Construction activities involving excavation or other soil disturbance to a depth greater than 6 feet within Downtown shall be required to retain a qualified Paleontological Monitor as defined by the Society for Vertebrate Paleontology (SVP) (2010) equipped with necessary tools and supplies to monitor all excavation, trenching, or other ground disturbance in excess of 6 feet deep. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected if necessary.
>
> The Paleontological Monitor will periodically assess monitoring results in consultation with the Principal Paleontologist. If no (or few) significant fossils have been exposed, the Principal Paleontologist may determine that full-time monitoring is no longer necessary, and periodic spot checks or no further monitoring may be recommended. The City shall review and approve all such recommendations prior to their adoption and implementation.
>
> **DCP MM CR-4b: Inadvertent Discovery of Fossils.** If fossils are discovered during excavation, the Paleontological Monitor will make a preliminary taxonomic identification using comparative manuals. The Principal Paleontologist or his/her designated representative then will inspect the discovery, determine whether further action is required, and recommend measures for further evaluation, fossil collection, or protection of the resource in place, as appropriate. Any subsequent work will be completed as quickly as possible to avoid damage to the fossils and delays in construction schedules. If the fossils are determined to be significant under the California Environmental Quality Act (CEQA), but can be avoided and no further impacts will occur, the fossils and locality will be documented in the appropriate paleontological resource records and no further effort will be required. At a minimum, the paleontological staff will assign a unique field number to each specimen identified; photograph the specimen and its geographic and stratigraphic context along with a scale near the specimen and its field number clearly visible in close ups; record the location using a global positioning system (GPS) with accuracy greater than 1 foot horizontally and vertically (if such equipment is not available at the site, use horizontal measurements and bearing(s) to nearby permanent features or accurately surveyed benchmarks, and vertical measurements by sighting level to point(s) of known elevation);

record the field number and associated specimen data (identification by taxon and element, etc.) and corresponding geologic and geographic site data (location, elevation, etc.) in the field notes and in a daily monitoring report; stabilize and prepare all fossils for identification, and identify to lowest taxonomic level possible by paleontologists, qualified and experienced in the identification of that group of fossils; record on the outside of the container or bag the specimen number and taxonomic identification, if known. Breathable fabric bags will be used in packaging to avoid black mold.

Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossils specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to an accredited museum repository for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the Project proponent.

At the conclusion of laboratory work and museum curation, a final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the Project. The report will include a summary of the field and laboratory methods, an overview of the Project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the designated museum repository.

4.8.4.3 Project Characteristics

The Project would rehabilitate and adaptively re-use the existing landmarked Palisades Building and retain the landmark Moreton Bay Fig Tree. Other existing buildings on the Hotel Parcel would be demolished. Adaptive re-use of the 1924 Palisades Building would include seismic retrofitting. Two new buildings would be constructed on the Hotel Parcel as well as three-levels of subterranean parking and back-of-house floor area beneath the newly constructed buildings and open space. In addition, asphalt would be removed from the Second Street Parcel. The Project would require mass grading and excavation where existing structures would be replaced. Excavation would occur to a maximum depth of approximately 35 feet on the Hotel Parcel with the excavation of up to 175,000 cubic yards of soil. Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export is 12,525 cubic yards. Due to the depths of the proposed subterranean levels, and the proximity of the property lines and existing site structures, it should be expected that shoring would be utilized in order to provide stable excavations for construction.

All Project development would be constructed pursuant to applicable codes and regulations, including the City Building Code, Fire Code, and SMMC, with oversight by the City Building and Safety Division and the Fire Prevention Bureau of the City Fire Department. Construction practices on the Project Site are expected to be carried out in a manner consistent with industry construction, engineering, and safety standards. Construction of the Project would also utilize

standard construction equipment and vehicles (e.g., concrete trucks, mobile cranes, forklifts) as well as tower cranes.

Based on the Preliminary Geotechnical Evaluation, the Project Site is underlain by firm Quaternary (Pleistocene)-age alluvium and it is anticipated that much of the new improvements and upgrades at the Project Site could be supported on conventional spread footings. Structural loading for some of the proposed structures, such as the proposed Ocean Building, could be relatively high and may require mat foundations for building support. Pile foundations could also be used depending on the structural demands and soil conditions. Detailed analyses based on site specific exploration, laboratory testing, and detailed building load information would occur in order to develop final foundation design recommendations for the Project.

In accordance with City requirements, the Applicant would be required to prepare and submit to the City a Design-Level Geotechnical Evaluation for review and approval by the City ~~Department~~ Division of Building and Safety at the time of final building plan check. The Design-Level Geotechnical Report would be prepared in accordance with the requirements of the City's *Guidelines for Geotechnical Reports* and would take into account site-specific seismic design factors and the maximum groundshaking potential to occur on the Project Site. The Design-Level Geotechnical Report would be required to identify design requirements for structures and foundations to maintain structural integrity to the maximum extent under probable earthquake conditions as determined by the Geotechnical Evaluation. All recommendations and design features in the Design-Level Geotechnical Report would be incorporated into the building design.

4.8.4.4 Project Impacts

GEO-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

Impact Statement GEO-1: *The Project would not be exposed to a significant risk from fault rupture as there are no known active faults on the Project Site and it is not proximate to a fault rupture zone. The Project Site is underlain by fine-grained, consolidated, older (Pleistocene) alluvium, and would not be subject to lateral spreading, dynamic settlement, or liquefaction. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City ~~Department~~ Division of Building and Safety, the Project would not expose people or structures to substantial adverse effects from strong seismic groundshaking or seismic-related ground failure (including liquefaction). In addition, construction and operation would not result in groundborne vibration or excessive soil saturation at the coastal bluff such that landslides would occur. Therefore, Project impacts would be less than significant.*

Fault Rupture

As discussed above, no known active or potentially active faults underlie the Project Site, and the Project Site is not located within a Alquist Priolo Earthquake Fault Zone. The Project Site is

located approximately 3,100 feet (0.6 mile) south of the Santa Monica Fault at its closest location, and is thus, not located in an Alquist Priolo Fault Zone. Thus, the potential for surface ground rupture at the Project Site is considered low. Based on current information, development of the Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault rupture. Impacts regarding fault rupture would be less than significant, and no mitigation measures would be necessary.

Seismic Ground Shaking

As previously discussed, the Project Site is located within the seismically active region of southern California. The closest known potentially active faults to the site are the Santa Monica and the Newport-Inglewood Faults. There are no known active faults that cross the Project Site or are located in the immediate vicinity.

Moderate to strong ground motion (acceleration) could be caused by an earthquake on any of the local or regional faults. As with any development project in the City, building design and construction would conform to the current seismic design provisions of the City Building Code, which incorporates relevant provisions of the CBC. The City Building Code incorporates the latest seismic design standards for structural loads and materials.

In addition, the Preliminary Geotechnical Evaluation prepared for the Project indicated that development of the Project is feasible from a geotechnical perspective, including withstanding lateral ground movement from seismic ground shaking, provided that the applicable State and City regulations are met and construction and design are performed in a manner that addresses potential impacts arising from the Project Site's geology and soils. As discussed above, it is anticipated that much of the proposed improvements and upgrades could be adequately supported on conventional spread footings. Future loading conditions for some of the proposed structures (i.e., the proposed Ocean Building) could be relatively high, and thus, it may be necessary to utilize pile foundations for support. Matt foundations could also potentially be utilized.

As indicated above, a Design-Level Geotechnical Report would be prepared in accordance with the requirements of the City's *Guidelines for Geotechnical Reports* and all recommendations and design features in the Design-Level Geotechnical Report would be incorporated into the building design. Therefore, through compliance with the CBC, Santa Monica Building Code, and adherence to the design recommendations detailed in the Design-Level Geotechnical Evaluation impacts related to seismic ground shaking would be less than significant.

Liquefaction

As discussed above, the Project Site is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation. In addition, the Seismic Hazards Map of the Beverly Hills and Topanga Quadrangles prepared by the CGS does not locate the Project Site in a Liquefaction Risk Area (see Figure 4.8-1). Further, the City General Plan Safety Element indicates the Project Site is in an area with low liquefaction risk. As discussed above, the potential for liquefaction hazards is greatest in areas with loose, granular, low-density soil, where

the water table is within the upper 40 to 50 feet of the ground surface. As indicated in the Preliminary Geotechnical Evaluation, the Project Site is predominantly underlain by fine-grained, consolidated, older (Pleistocene) alluvium, which is typically cohesive, dense or stiff, and consolidated, and not subject to liquefaction. Moreover, groundwater is anticipated to be encountered at depths greater than 50 feet bgs, at depths of between 62 and 93 feet bgs, based on geotechnical investigations completed on the Project Site and immediate vicinity. Although soft soils have been encountered in previous subsurface explorations for the existing Ocean Tower at a depth of 38 feet bgs, the liquefaction potential of the site was concluded to be low. In addition, any recommendations related to liquefaction included in the City-required Design-Level Geotechnical Report would be incorporated into the final building design approved by the City. Therefore, impacts with respect to liquefaction would be less than significant.

Landslides

As discussed above, the Project Site is located immediately northeast of Palisades Park and the coastal bluff that extends along much of the western perimeter of the City. At the nearest points, the Project Site is located approximately 185 to 200 feet away from the top of the coastal bluff, which is approximately 80 feet high.

As discussed above, there is variability in the data as to the areas considered as having potential for landslides. For instance, the State of California Seismic Hazards Map prepared by CGS indicates that the potential for "Earthquake-Induced Landslides" exists only on the face of the coastal bluff itself, while the City Geologic Hazards Map indicates that the area designated as a "High Risk" for landslide susceptibility extends from the coastal bluff eastward to 1st Court (approximately the western portion of the Project Site). According to the Preliminary Geotechnical Evaluation, the Project Site itself is not located on geologically unstable material or material that would become unstable as a result of the Project. Nonetheless, given the variability in information pertaining to landslides at the coastal bluff, the Preliminary Geotechnical Evaluation assessed the potential for Project construction and operation to induce landsliding of the coastal bluff.

The analysis of landslide hazards included reviewing Environmental Impact Reports (EIRs) for the California Incline Bridge Replacement Project, the Santa Monica Palisades Bluff Stabilization Project, and the Downtown Community Plan Project (Geotechnologies 2019). The geotechnical reports for the California Incline Bridge Replacement and Palisades Bluff stabilization projects were submitted to the California Coastal Commission, Caltrans, and the City of Santa Monica and each agency concluded that the planned construction improvements on the bluff would be safe and not cause or contribute to erosion or degradation of the geologic stability (Geotechnologies 2019). In addition, several slope stabilization and dewatering measures have been implemented by the City which has decreased rate of erosion and improved the stability of the bluffs. As concluded by the Preliminary Geotechnical Evaluation, similar to the conclusions of the Final EIR for the Downtown Community Plan, the Project Site is situated far enough from the coastal bluff such that the anticipated construction activities and the finished Project would have a very low potential for affecting the stability of the coastal bluff.

More specifically, Project construction would be expected to include demolition activities, excavations for the proposed subterranean levels, and construction of the proposed buildings (including superstructure, exterior finishes, and interior finishes). Vibrations would be produced during the various phases of construction by onsite construction traffic, offsite hauling vehicles, breaker and/or jackhammering equipment, drilling machines, excavators, loaders, backhoes, and hauling trucks. Use of this machinery and other construction practices would be carried out in a manner consistent with industry construction, engineering, and safety standards. Demolition of the structures on the Project Site would be accomplished using traditional heavy equipment and the use of explosive and/or collapse type demolition are not expected to be used. Construction vibrations during the demolition phase would not be expected to vary substantially from the typical background groundborne vibrations due to everyday street traffic and City related activities (e.g., landscaping and maintenance of Palisades Park) at the coastal bluff. Therefore, the potential for demolition activities to affect the stability of the coastal bluff is considered to be negligible.

Excavation of the subterranean levels would incorporate the use of shoring, which would include drilling borings and placement of soldier piles, excavation, placement of lagging boards, and drilling tie back anchors. Similar to the demolition phase, vibration would occur from the construction equipment used during the excavation phase, which would include drilling machines, excavators, loaders, backhoes, and hauling trucks. The Preliminary Geotechnical Investigation concluded that the excavation of soils from the Project Site during excavation processes would reduce the overall amount of soil weight that is present below the Project Site and the proposed structure would be lighter than the soil to be removed. The presence of soldier piles and tie backs in the areas of the proposed subterranean levels would also not alter the cohesion of soils in the area of the coastal bluff and Project operation would not affect the stability of the coastal bluff. As such, the excavation of soils from the Project Site would not affect bluff stability.

As with the demolition and excavation phases, vibration would occur from the standard equipment used to construct the proposed buildings, including concrete trucks, mobile cranes, and forklifts. Vibrations from the construction equipment would be similar to the other phases and impacts to slope stability of the bluffs would be negligible. Tower cranes would also be used during the construction of the two proposed buildings on the Hotel Parcel. The cranes would be constructed in isolated areas that are in excess of 185 to 200 feet away from the coastal bluff. Tower cranes exert downward pressure in the immediate vicinity of the crane, and do not exert pressure on areas away from the crane itself. Further, tower cranes are not a notable source of groundborne vibration. Based on the setback and isolated loading below the tower cranes, they would not be expected to affect coastal bluff stability. Based on estimated weights of the proposed buildings, the stress change after construction was calculated. The proposed structure would be lighter (cause less stress at the foundations level) than the soil to be removed. The structures, at their closest points, once complete would be located approximately 185 to 200 feet away from the top of the coastal bluff. In addition, Site drainage would be directed to storm drains and would not be infiltrated into the on-site soils and utilities would be adequately

maintained. Based on the distance between the structures and the coastal bluff and the anticipated soil conditions, no significant impact would occur to the stability of the coastal bluff.

As mentioned above, soil saturation from heavy rainfall, utility malfunction, or heavy surface runoff have been responsible for previous incidents of landslides at the coastal bluff. In accordance with standard construction practices, underground utility lines would be identified prior to the start of construction, and would be avoided or closed off to prevent leaks that could result in excessive ground saturation. During Project construction, stormwater would be directed to existing City stormwater catch basins located on nearby City streets as under existing conditions. All construction activities would occur in accordance with a stormwater management plans (discussed below) and the City's *Guidelines for Geotechnical Reports*. Further, the Preliminary Geotechnical Evaluation concluded that because groundwater is expected at depths of greater than 74 feet bgs, excavations to a maximum depth of approximately 35 feet would not encounter groundwater. If the development of pile shafts should encounter groundwater, only a limited amount of groundwater is expected to be displaced and this groundwater would be disposed of in accordance with the approved stormwater management plans. As a result, Project construction would not increase soil moisture or surface runoff at the coastal bluff. During Project operation, stormwater and irrigation runoff would continue to flow to existing City stormwater catch basins as under existing conditions. As discussed in more detail in Section 4.11 *Hydrology/Water Quality*, of this EIR while the Project would decrease the amount of impervious surface area on the Hotel Parcel and the Second Street Parcel, because much of the new pervious surface area would be underlain by subterranean parking structures that are impervious from a groundwater infiltration perspective, the Project is not anticipated to result in a material change to groundwater infiltration or groundwater levels at the Project Site. As a result, the Project would not increase pore water pressure at the coastal bluff or increase the potential for landslides through bluff erosion. In addition, soil water pressure would continue to remain below the historic levels that resulted in bluff instability because of stormwater diversion structures at Palisades Park and the measures implemented as part of the City's recently completed Palisades Bluffs Stabilization Project.

With regard to on-site slope stability and the stability of soils on adjacent parcels, Project excavation would cause disturbance of existing soil conditions, as excavation would be required for all proposed buildings. For example, the Hotel Parcel would require excavation up to a maximum depth of approximately 35 feet and the Second Street Parcel would require excavation to a depth of 15 feet and could increase up to 30 feet in portions of the garage. Due to the depth of proposed excavations and the proximity of adjacent properties and City infrastructure, shoring of soils would be necessary to provide support for neighboring buildings and infrastructure on both parcels so that soils do not collapse and result in structural damage and endangerment of people and property. Shoring involves providing supports to hold the soil back, thereby providing sufficient support to maintain soil strength. The Preliminary Geotechnical Evaluation includes preliminary design recommendations with regard to slope stability and shoring, such as the use of retaining walls. As noted above, the underlying soils are capable of supporting the proposed structures on conventional spread footings or mat foundations. Construction activities consist of installation of soldier piles for the excavation earth retention system. Foundations would consist

of traditional spread footings and mat foundations. Any deep pile foundations would be drilled and not driven. Excavation activities would also be required to adhere to all provisions of the Santa Monica Building Code and CBC, including Section 3304 of Chapter 33 of the CBC, which includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes. In addition, the recommendations of the Final Design-Level Geotechnical Report would be subject to review and approval by the City's ~~Department~~ Division of Building and Safety, and recommendations would be implemented as approved and/or modified pursuant to City regulations and information regarding the final design of the proposed buildings.

Therefore, construction and operation of the Project would result in a less than significant impact with regard to the potential to result in seismically-induced landslides at the coastal bluff or adjacent properties (see also discussion of landslides below in Impact Statement GEO-3).

GEO-2: Would the Project result in substantial soil erosion or the loss of topsoil?

Impact Statement GEO-2: *The Project would not result in substantial soil erosion or the loss of topsoil because Project construction would be carried out in accordance with applicable stormwater management plans and the completed Project would consist of developed or landscaped surfaces and would comply with the City's Urban Runoff Pollution Ordinance. Therefore, impacts would be less than significant and no mitigation measures are required.*

During construction, the entire Project Site with the exception of the areas around the Palisades Building and Moreton Bay Fig Tree would be subject to ground-disturbing activities (e.g., removal of the existing structures, excavation, foundation construction, the installation of utilities). Thus, Project construction has the potential to result in wind and water-driven soil erosion because these activities would expose slopes and/or stockpiled or exposed soils to wind and rain throughout Project construction. Since Project construction would occur for a limited period of time, any such impact would be short-term and temporary. Nonetheless, because the Project Site is greater than one acre in size, the Applicant would be required to prepare and implement a Project-specific SWPPP in order to meet the requirements of the statewide General Permit for Construction in accordance with the NPDES permit. BMPs within the construction SWPPP are designed to reduce sediment from leaving the Project Site and are anticipated to include, but are not be limited to, sediment control methods such as sand/gravel bags, silt fences, dust control, and employee training. Further, Project construction would be required to be carried out in accordance with the City's Runoff Conservation and Sustainable Management Ordinance (Chapter 7.10 of the SMMC). Under this ordinance, construction projects in the City of Santa Monica must follow additional specific BMPs. These BMPs must be put into practice at the time of demolition of an existing structure, or at the start of new construction, and remain in place until a certificate of occupancy has been issued. In accordance with the City's Runoff Conservation and Sustainable Management Ordinance, the following BMPs would be implemented during construction:

- A copy of the SWPPP required to be submitted to the LARWQCB shall be submitted to the City at the same time.

- Polluted runoff (including runoff containing sediments and/or construction wastes) from a construction parcel shall not leave the parcel. No wash water from any type of cement and concrete machinery or concrete mix truck shall be allowed to leave the construction parcel. Any washing of equipment in the right-of-way must be contained and properly disposed.
- Any sediment or other materials that are tracked off the parcel by vehicles and equipment shall be removed the same day as they are tracked off the parcel. Where determined to be necessary by the Director of the Department of Public Works or designated representative, a temporary sediment control BMP shall be installed.
- Plastic covering shall be utilized to prevent erosion of an otherwise unprotected area, e.g., exposed or open to elements, along with treatment control BMPs to intercept and safely convey the runoff to the municipal separate storm sewer system ("MS4").
- Erosion drainage controls shall be utilized depending on the extent of proposed grading and topography of the parcel to prevent runoff, including, but not limited to, the following: (1) Detention ponds, sediment ponds or infiltration pits; (2) Dikes, filter berms or ditches; or (3) Down drains, chutes or flumes.

With the implementation of BMPs in accordance with the SWPPP and the City's Runoff Conservation and Sustainable Management Ordinance, Project construction is not expected to result on substantial erosion or loss of topsoil. With regard to Project operation, the Project Site would be developed with the proposed buildings, hardscapes (e.g., sidewalks, driveways), and landscaped areas, and no erosion or sedimentation would occur. In addition, because of the absence of major drainages within the vicinity of the Project site, large-scale sedimentation is not expected to occur on the Project site. Therefore, the Project would not result in substantial soil erosion or loss of topsoil, and related impacts would be less than significant.

GEO-3: Would the Project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact Statement GEO-3: *The Project would not be located on an unstable geologic unit or soil that is unstable as a result of the Project. The Project Site is underlain by fine-grained, consolidated, older (Pleistocene) alluvium, and would not be subject to landslides, lateral spreading, subsidence, liquefaction, or collapse. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City ~~Department~~ Division of Building and Safety, the Project would not expose people or structures to substantial adverse effects from unstable soils. Lastly, construction and operation would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. Thus, impacts would be less than significant.*

As discussed under Impact Statement GEO-1, the Project Site is not considered to have a potential to cause or be susceptible to landslide hazards. The Project Site is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation. In addition, the Seismic Hazards Map of the Beverly Hills and Topanga Quadrangles prepared by the CGS does not locate the Project Site in a Liquefaction Risk Area. Further, the City General Plan Safety Element indicates the Project Site is in an area with low

liquefaction risk. As discussed above, the potential for liquefaction hazards is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. As indicated in the Preliminary Geotechnical Evaluation, the Project Site is predominantly underlain by fine-grained, consolidated, older (Pleistocene) alluvium, which is typically cohesive, dense or stiff, and consolidated, and not subject to liquefaction. Moreover, groundwater is anticipated to be encountered at depths greater than 74 feet bgs, based on geotechnical investigations completed on the Project Site and in the immediate vicinity. Although soft soils have been encountered in previous subsurface explorations for the existing Ocean Tower at a depth of 38 feet bgs, the liquefaction potential of the Project Site was concluded to be low. In addition, any recommendations related to liquefaction included in the City-required Design-Level Geotechnical Report would be incorporated into the final building design approved by the City. Therefore, impacts with respect to liquefaction would be less than significant.

Lateral spreading and dry dynamic settlement typically occurs in the compaction of dry or moist, cohesionless soils. In comparison, the Project Site is underlain by fine-grained, consolidated, older (Pleistocene) alluvium, which is typically cohesive, dense or stiff, and consolidated. Some seismically-induced dry settlement of the proposed structures could be expected at the Project Site if strong ground-shaking were to occur. However, based on the typically cohesive, dense or stiff, and consolidated nature of the older (Pliestocene) alluvial soils, the potential dynamic settlements would be expected to be negligible and not substantial enough to damage on-site structures or infrastructure. In addition, any recommendations related to lateral spreading and/or dry dynamic settlement included in the City-required Design-Level Geotechnical Report would be incorporated into the final building design approved by the City. Therefore, impacts regarding lateral spreading and dry dynamic settlement would be less than significant.

With regard to collapse, the underlying soils (consisting of Pleistocene alluvium) is typically cohesive, dense or stiff, and consolidated. As such, the Project Site is not located on a geologically unstable material or a material that would become unstable as a result of the Project. In addition, all proposed structures would be designed and constructed in accordance with applicable codes and regulations, including the Santa Monica Building Code, and the recommendations of the City-required Design-Level Geotechnical Report. Thus, the Project would not be located on an unstable soil that would result in the Project being subject to collapse. Therefore, impacts with respect to collapse would be less than significant.

In summary, impacts with respect to unstable soils including landslides, liquefaction, lateral spreading, dry dynamic settlement, and collapse would be less than significant and no mitigation measures would be required.

GEO-4: Would the Project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

Impact Statement GEO-4: *The Project Site is underlain by older (Pleistocene) firm, alluvial sediments and the Project Site is not known to have any significant soil expansion potential. Therefore, impacts would be less than significant.*

As discussed above, expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The soils underlying the Project Site are comprised of older (Pleistocene) firm, alluvial sediments. These alluvial soils generally consist of mixtures of sand, silt, clay, with varying amounts of slate gravels. The older alluvium is very dense or stiff and well consolidated. As a result, the Preliminary Geotechnical Evaluation concluded that the soils underlying the Project Site are not known to have any significant expansion potential (Geotechnologies 2019). In addition, the Project would be designed and constructed in accordance with the provisions of the City of Santa Monica Building Code, which incorporates relevant provision of the CBC. Although the Preliminary Geotechnical Evaluation determined that the soils underlying the Project Site are not known to have any significant expansion potential, this finding would be confirmed in a Design-Level Geotechnical Report. Any recommendations in the Geotechnical Evaluation that might be warranted to address expansive soils would be incorporated into final building design. The final site-specific Geotechnical Evaluation would be submitted for review and approval by the City's ~~Department~~ Division of Building and Safety. Therefore, the Project would result in a less than significant impact with regard to expansive soils.

GEO-5: The Project would have a potentially significant impact if it would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact Statement GEO-5*: Older alluvium deposits (which have been assigned high paleontological potential) are present within the Project Site. These sediments are well known for preserving significant fossils in the area. As a result, Project construction activities may directly or indirectly destroy unique paleontological resources or sites, and a potentially significant impact could occur.*

Geological mapping indicates that the surface of the Project Site consists of older alluvium that dates to the Pleistocene. The results of the literature search and a records search from the LACM indicate Pleistocene alluvial sediments are known to preserve significant fossil resources in the Los Angeles Basin. The closest fossil locality to the Project Site is LACM 5462, located about 1.5 miles to the east of the Project Site, which produced a specimen of extinct lion at a depth of 6 feet below ground surface. Fossil locality LACM 7879, located about 2.5 miles southeast of the Project Site, produced fossil specimens of horse and ground sloth at depths over 11 feet below ground surface. Pleistocene-aged older alluvium is therefore assigned high paleontological potential. The Project would include excavations to a maximum depth of approximately 35 feet on the Hotel Parcel and would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage on the Second Street Parcel. It is anticipated that fossils could be

encountered at any depth in previously undisturbed sediments in the Project Site. Implementation of DCP MM CR-4a: Paleontological Monitoring and DCP MM CR-4b: Inadvertent Discovery of Fossils would ensure that impacts to paleontological resources would be less than significant.

4.8.4.5 Cumulative Impacts

Geology and Soils

As with all development in the region, the cumulative projects listed in Table 3-1 of this EIR would be subject to potential groundshaking during an earthquake. Additionally, depending on site location, new development could cause injury or damage to people and structures due to unstable soil conditions including landslides, liquefaction, subsidence, collapse, or expansive soils. Impacts associated with geologic and soil issues are typically confined to a project site or within a very localized area. Cumulative development in the area would, however, increase the overall potential for exposure to seismic hazards by potentially increasing the number of people exposed to seismic hazards. Nevertheless, all cumulative projects would also be required to be constructed pursuant to the CBC and SMBC regulatory standards that provide for building safety, and prepare and submit site-specific Final Geotechnical Reports for review and approval by the City's Building and Safety Division prior to the issuance of grading or building permits. Final Geotechnical reports would be prepared in accordance with the requirements of the City's most recent Guidelines for Geotechnical Reports. The City's Building and Safety Division requires the approval of the Final Geotechnical Report that specifically addresses the conditions at a project site and the proposed building design at the time of final building plan check.

As discussed above, while groundborne vibration from Project construction would occur, impacts would be less than significant and would not affect the stability of the coastal bluff. Furthermore, for ground vibrations to become cumulatively considerable such that they would cause slope instability, cumulative projects would have to be located in close proximity and occur concurrently which is unlikely. As such, development of cumulative projects would not contribute to cumulatively significant geologic, seismic and other geologic hazards. Accordingly, the Project, considered together with cumulative projects, would not result in a cumulatively considerable contribution to cumulatively significant geologic hazard impacts. Therefore, adherence to applicable building regulations and standard engineering practices would ensure that cumulative impacts would be less than significant.

Paleontological Resources

Cumulative projects occurring in the City could include excavation activities at sites that are conducive to retaining paleontological resources if the projects sites are underlain with older Quaternary alluvium. Therefore, there is potential to uncover significant paleontological resources depending on the construction site and sensitivity for paleontological resources to occur. However, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures would be required for projects on a case by case basis that have the potential to cause significant impacts to undiscovered resources. These measures would include a monitoring program and treatment/curation of discovered fossils. Implementation of these measures would reduce the potential for adverse effects on fossil

resources individually and cumulatively and would preserve and maximize the potential of these resources to contribute to the body of scientific knowledge. Therefore, the cumulative effects would be less than significant.

The proposed Project would be required to comply with mitigation measures DCP MM CR-4a and DCP MM CR-4b, thus ensuring proper identification, treatment and preservation of any resources, and reducing significant impacts on paleontological resources to less than significant levels. These measures require construction monitoring of excavation activities, and treatment and curation of discoveries, if encountered. Other cumulative projects in the Downtown would also be subject to these mitigation measures. Therefore, to the extent impacts on paleontological resources from cumulative projects may occur, the Project's impacts would not be cumulatively considerable, and the cumulative impacts of the Project would be less than significant.

4.8.5 Mitigation Measures

DCP Mitigation Measures

As discussed above, during excavations fossils could be encountered at any depth in previously undisturbed sediments in the Project Site. Mitigation measures DCP MM CR-4a: Paleontological Monitoring and DCP MM CR-4b: Inadvertent Discovery of Fossils, would be applicable to the Project.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.8.6 Level of Significance After Mitigation

With the implementation of DCP MM CR-4a: Paleontological Monitoring and DCP MM CR-4b: Inadvertent Discovery of Fossils, the Project would have less than significant impacts on paleontological resources. Impacts associated with other aspects of geology and soils would be less than significant and no mitigation measures are necessary.

4.9 Greenhouse Gas Emissions

4.9.1 Introduction

This section analyzes potential greenhouse gas (GHG) emissions associated with construction and operation of the Project, inclusive of sustainability features incorporated into the Project design to reduce GHG emissions and associated impacts. The analysis also addresses the consistency of the Project with applicable regulations, plans, and policies to reduce GHGs, set forth by, the State of California, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the City of Santa Monica (City) to reduce GHG emissions. Details regarding the GHG emissions calculations are provided in the emissions modeling worksheets provided in Appendix H of this EIR.

4.9.2 Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (i.e., caused or influenced by humans) GHG emissions is currently one of the most important and widely debated scientific, economic, and political issues in the U.S. and in the rest of the world. The extent to which increased concentrations of GHGs have caused or will cause climate change, and the appropriate actions to limit and/or respond to climate change, are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of U.S. government.

GHGs are a group of compounds in the Earth's atmosphere, which play a critical role in determining temperature near the Earth's surface. When sunlight reaches the Earth's surface, solar radiation is either reflected back into space, or absorbed by the Earth systems (oceans, land, and atmosphere) which is released as heat. GHGs in the atmosphere allow solar radiation to enter the Earth's atmosphere, but as low-frequency infrared radiation is reflected back from the Earth's surface towards space, GHGs in the atmosphere retain some of the reflected radiation, resulting in a warming of the atmosphere, known as the greenhouse effect.

Not all GHGs possess the same ability to induce climate change. GHGs differ in their ability to absorb energy (i.e., "radiative efficiency") and stay in the atmosphere (i.e., "lifetime"). The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different GHGs. The net effect of energy absorption and lifetime is reflected in the GWP of each GHG. Mass GHG emissions are calculated by converting the emissions of specific GHGs (e.g., carbon dioxide (CO_2)) to units of equivalent mass of carbon dioxide (CO_2e) emissions, by applying the GWP value applicable to each GHG.[1] CO_2 is the primary GHG

[1] GWPs and associated CO_2e values were developed by the Intergovernmental Panel on Climate Change (IPCC), which updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). CARB reports GHG emission inventories for California using the GWP values from the IPCC AR4.

contributing to recent climate change; therefore, CO_2 is the reference gas for determining the GWPs of other GHGs and has a GWP of 1. While methane (another common GHG), for example, has a GWP of 21. By applying the GWP ratios, project-related CO2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline. CO_2e emissions are calculated for construction years, as well as, existing and project build-out conditions to generate a net change in GHG emissions for construction and operation. Compounds that are regulated as GHGs are discussed below.

- **Carbon Dioxide (CO_2):** CO_2 is the most abundant GHG in the atmosphere, primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 has a lifetime of thousands of years, with a GWP of 1;
- **Methane (CH_4):** CH_4 is emitted from the activity of biogenic sources (i.e., living organisms), incomplete combustion from forest fires, landfills, and manure management, and leaks in natural gas pipelines. CH_4 has a lifetime of approximately 10 years, with a GWP of 21 or 25;
- **Nitrous Oxide (N_2O):** N_2O is produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. N_2O has a lifetime of approximately 100 years with a GWP of 310 or 298; and
- **High-GWP GHGs:** Hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and sulfur hexafluoride (SF_6) are fluorinated compounds, known as high-GWP GHGs, because, for a given amount of mass, they trap substantially more heat than CO_2. The GWPs for these GHGs can be in the thousands or tens of thousands.):
  - **Hydrofluorocarbons (HFCs):** HFCs are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. HFCs have GWPs ranging from 140 to 14,800;
  - **Perfluorocarbons (PFCs):** PFCs are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs have GWPs ranging from 6,500 to 17,700; and
  - **Sulfur Hexafluoride (SF_6):** SF_6 is a colorless, odorless, nontoxic, nonflammable gas, commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP ranging from 23,900 to 22,800.

4.9.2.1 Existing Conditions

Existing GHG Emissions Generated On-Site

The Project Site consists of two parcels, the Hotel Parcel, which is approximately 192,063 square feet (sf) (4.4 acres) in size, and the Second Street Parcel, which is located directly across 2nd Street from the Hotel Parcel and is approximately 15,000 sf (0.3 acre) in size.

Hotel Parcel

The Hotel Parcel consists of 301 hotel rooms and related uses (i.e. restaurant, retail, spa and fitness facilities) within approximately 262,284 sf of floor area. The Hotel Parcel consists of the Palisades Building, the Ocean Tower, the Administration Building, the Bungalow, and several

bungalow hotel rooms. Open space comprises approximately 35 percent of the Hotel Parcel. Landscaping consists of the historic Moreton Bay Fig Tree, numerous matures trees, and extensive landscaping within the interior of the grounds. The Hotel Parcel also contains two surface parking lots. The parking lot itself does not generate air pollutant emissions; however, operation of the onsite buildings and maintenance of the landscaped areas generate air pollutant emissions.

Second Street Parcel

The Second Street Parcel consists of a 64 space surface parking lot which by itself does not generate air pollutant emissions.

Table 4.9-1, *Existing Site Emissions*, shows the annual emissions from the existing development on the Project Site.

TABLE 4.9-1
EXISTING SITE EMISSIONS

Emission Source	Estimated Emissions CO_2e (MT/yr)
Area Sources	<1
Energy Consumption	1,302
Mobile Sources	1,899
Stationary Sources	9
Solid Waste	130
Water Consumption	107
Total Existing Emissions	3,448

NOTES: CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year.
Calculations are provided in Appendix H of this EIR.
SOURCE: ESA, 2019

Greenhouse Gas Emissions Inventory

CARB compiles annual GHG inventories for the State of California to track progress toward meeting statewide GHG targets. Based on the most recent (2018) edition of the California GHG Inventory: 2000 - 2016 (i.e., 2016 the recent year annual GHG data available) shows that California's GHG emissions continue to decrease annually, a trend observed since 2007.[2] In 2016, California emitted 429 million metric tons of CO_2e ($MMTCO_2e$), 12 $MMTCO_2e$ lower than 2015 levels, which puts the 2016 emissions just below the 2020 target of 431 $MMTCO_2e$.[3] Annual GHG emissions vary from year-to-year depending on the weather and other factors, but California will continue to implement its GHG reductions program to ensure the state remains on

[2] California Air Resources Board, 2018. "Gas California Greenhouse Gas 2000-2016 Inventory by Scoping Plan Category – Summary. Available: https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf. June 22, 2018. Accessed November 2019.

[3] California Air Resources Board, 2018. "Gas California Greenhouse Gas 2000-2016 Inventory by Scoping Plan Category – Summary. Available: https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf. June 22, 2018. Accessed November 2019.

track to meet its climate targets in 2020 and beyond. These reductions come while California's economy grows and continues to generate jobs. Compared to 2015, California's gross domestic product (GDP) grew 3 percent while the carbon intensity of its economy declined by 6 percent.[4] The transportation sector remains the largest contributor to statewide GHG emissions at 39 percent, up from 37 percent in 2015.

Total 2018 GHG emissions for the City of Santa Monica (the most recent year available) were estimated at approximately 981,249 $MTCO_2e$. Transportation emissions constituted 63 percent of total GHG emissions while commercial, residential, industrial, and solid waste, and aviation represented 16 percent, 13 percent, 4 percent, 3 percent, and 1 percent, respectively.[5].

Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC's *Fifth Assessment Report, Summary for Policy Makers* states that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forces [*sic*] together".[6] The National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.[7]

According to CARB, the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.[8] Below is a summary of some of the potential effects that could be experienced in Santa Monica and the state as a whole as a result of global warming and climate change.

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4 California Air Resources Board, 2018. "Gas California Greenhouse Gas 2000-2016 Inventory by Scoping Plan Category – Summary. Available: https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf. June 22, 2018. Accessed November 2019.

5 City of Santa Monica, 2019. Greenhouse Gas Emissions Inventory Report 1990 – 2018.

6 Intergovernmental Panel on Climate Change, 2013. Fifth Assessment Report, Summary for Policy Makers.

7 Anderegg, William R. L., J.W. Prall, J. Harold, S.H., Schneider, 2010. Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America. 2010;107:12107-12109.

8 California Environmental Protection Agency, 2006. Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature.

In 2009, the California Natural Resources Agency (CNRA) published the *California Climate Adaptation Strategy* as a response to the Governor's Executive Order S-13-2008.[9] In 2014, CNRA rebranded the first update of the 2009 adaptation strategy as the *Safeguarding California Plan*. In 2016, the CNRA released *Safeguarding California: Implementation Action Plans* in accordance with Executive Order B-30-15.[10] *Safeguarding California* lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the 2009 *California Climate Adaptation Strategy*, in 2011, the California Energy Commission (CEC) developed the Cal-Adapt website on potential future climate change scenarios and impacts that would be beneficial for local decision makers.[11] The data on the Cal-Adapt website are comprised of the average values (i.e., temperature, sea level rise, snowpack) from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. According to the Cal-Adapt website, the portion of the City of Santa Monica, in which the Project Site is located, could result in an average increase in temperature of approximately 6 to 10 percent (approximately 4.1 to 6.9°F) by 2070-2099, compared to the baseline 1961-1990 period.

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California and make it more difficult for the State to achieve air quality standards. Climate change may increase the concentration of ground-level ozone in particular, which can cause breathing problems, aggravate lung diseases such as asthma, emphysema, chronic bronchitis, and cause chronic obstructive pulmonary disease (COPD), but the magnitude of the effect, and therefore, its indirect effects, are uncertain. Emissions from wildfires can lead to excessive levels of particulate matter, ozone, and volatile organic compounds.[12] Additionally, 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.[13]

Air quality in Santa Monica and surrounding areas is expected to worsen with increased climate change. Santa Monica has been designated as a non-attainment area for ozone, PM10 and PM2.5 and increased climate change would exacerbate concentrations of these pollutants. In 2013, Santa

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9 California Natural Resources Agency, 2009. Climate Action Team, 2009. California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, 2009.

10 California Natural Resources Agency, 2014. Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014

11 California Energy Commission, 2019. *Cal-adeapt*. Available: https://cal-adapt.org/tools/annual-averages/#climatevar=tasmax&scenario=rcp45&lat=38.59375&lng=-121.46875&boundary=locagrid&units=fahrenheit

12 Kenward, A, et al., 2013. Wildfires and Air Pollution: The Hidden Health Hazards of Climate Change. Climate Central. Available: http://assets.climatecentral.org/pdfs/WildfiresAndAirPollution.pdf. Accessed April 11, 2019.

13 California Environmental Protection Agency, 2013. Preparing California for Extreme Heat: Guidance and Recommendations. Available: https://toolkit.climate.gov/reports/preparing-california-extreme-heat-guidance-and-recommendations. Accessed March 10, 2019. October 2013.

Monica only exceeded the federal ozone standard a few days, however, with increased climate changes, the number of non-attainment days is likely to trend upward.[14]

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, "Considerable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change." For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation. Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full. Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.[15]

The California Department of Water Resources report on climate change and effects on the State Water Project, the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that "climate change will likely have a significant effect on California's future water resources…[and] future water demand." The report also states that "much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain." The report also states that the relationship between climate change and its potential effect on water demand is not well understood, but "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.[16] The Intergovernmental Panel on Climate Change (IPCC) states that "Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions."[17]

Duration and severity of droughts in California are likely to increase to due to climate change. California most recently experienced increased drought conditions over 2011-2015. By January

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14 City of Santa Monica, 2017, Vulnerability Assessment to Climate Change, April 2017. https://smclimateaction.konveio.com/03-vulnerability-assessment-climate-change. Accessed November 2019.

15 Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature, July 2003. Available: http://www.pacinst.org/reports/climate_change_and_california_water_resources.pdf. Accessed November 2019.

16 California Department of Water Resources (CDWR), 2006. Climate Change Report, Progress on Incorporating Climate Change into Planning and Management of California's Water Resources, July 2006. Available: http://www.water.ca.gov/climatechange/docs/DWRClimateChangeJuly06.pdf.

17 Intergovernmental Panel on Climate Change (IPCC), 2013. Fifth Assessment Report, Summary for Policy Makers, 15. Available: http://ipcc.ch/report/ar5/syr/. Accessed November 2019.

2015, the majority of the state was designated as extreme or exceptional drought conditions (City of Santa Monica 2017). Based on data from the National Oceanic and Atmospheric Administration, historic precipitation levels in Los Angeles have fluctuated over time, however, the overall trend indicate precipitation levels decreasing. Due to anticipated warmer temperatures, more precipitation will fall as rain instead of snow which would reduce Southern California's window of time to capture stored water as snowpack.[18]

Hydrology and Sea Level Rise

As discussed above, climate changes could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply. Sea level could potentially rise as much as two feet along most of the US coastline. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.[19]

Sea level rise is concerning for Santa Monica because of its coastline location. Based on data from the National Oceanic and Atmospheric Administration, the mean sea level rise around the Los Angeles area is about 0.95 millimeters per year over a period from 1923 to 2015. Based on model projections for Santa Monica, sea level rise for 2017 to 2030 ranges from 5.3" to 12", 2030-2050 ranges from 11.6" to 23.8", and 2050 to 2100 ranges from 36.6" to 113".[20] Sea level rise could exacerbate coastal flooding impacts from storm surges and big-waves storms, and lead to greater loss of land which also result in economic consequences.[21] Santa Monica is a major tourist destination and has physical assets and facilities along the coast which are vulnerable to the impacts of sea level rise.

Agriculture

California has a massive agricultural industry that represents 11.3 percent of total U.S agricultural revenue. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, a changing climate presents significant risks to agriculture due to "potential changes to water quality and availability; changing precipitation patterns; extreme weather events including drought, severe storms, and floods; heat stress; decreased chill hours; shifts in

[18] City of Santa Monica, 2017, Vulnerability Assessment to Climate Change, April 2017. https://smclimateaction.konveio.com/03-vulnerability-assessment-climate-change

[19] California Natural Resources Agency, 2014. Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

[20] City of Santa Monica, 2017, Vulnerability Assessment to Climate Change, April 2017. https://smclimateaction.konveio.com/03-vulnerability-assessment-climate-change

[21] City of Santa Monica, 2017, Vulnerability Assessment to Climate Change, April 2017. https://smclimateaction.konveio.com/03-vulnerability-assessment-climate-change

pollinator lifecycles; increased risks from weeds, pest and disease; and disruptions to the transportation and energy infrastructure supporting agricultural production".[22]

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2 to 11.5°F (1.1 to 6.4°C) by 2100, with significant regional variation (NRC 2010). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as two feet along most of the U. S. coastline. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage.[23]

4.9.3 Regulatory Framework

GHG statutes, regulations, plans, and policies have been developed, adopted, and implemented at the federal, state, and local levels. This section provides a summary of pertinent GHG regulations affecting the Project at the federal, state, and local levels.

4.9.3.1 Federal

The federal government administers a wide array of programs to address the GHG generated in the U.S. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 GHGs, agricultural practices, and implementation of technologies to achieve GHG reductions.

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address GHGs. The EPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary GHG reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), the U.S. Supreme Court held in 2007 that EPA has statutory authority under Section 202 of the Clean Air Act (CAA) to regulate GHGs. The Court did not hold that the EPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare.

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22 California Natural Resources Agency, 2014. Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

23 Parmesan, C., 2004. Ecological and Evolutionary Response to Recent Climate Change.

In 2009, a national policy was adopted for fuel efficiency and emissions standards in the U.S. auto industry, which applies to passenger cars and light-duty trucks for model years 2012 - 2016. The standards surpass the prior Corporate Average Fuel Economy (CAFE) standards, and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO_2 per mile by model year 2016, based on EPA calculation methods. In 2012, standards were adopted for model year 2017 - 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to the EPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.[24]

In 2017, the EPA issued its Mid-Term Evaluation of the GHG emissions standards, finding that it would be practical and feasible for automakers to meet the model year 2022-2025 standards through a number of existing technologies. In 2018, the EPA revised its 2017 determination, and issued a proposed rule that maintains the 2020 CAFE and CO_2 standards for model years 2021 through 2026.[25] The estimated CAFE and CO_2 standards for model year 2020 are 43.7 mpg and 204 grams of CO_2 per mile for passenger cars and 31.3 mpg and 284 grams of CO_2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. In 2019, the state of California, joined by 16 other states and the District of Columbia, filed a petition challenging the EPA's proposed rule to revise the vehicle emissions standards, arguing that the EPA had reached erroneous conclusions about the feasibility of meeting the existing standards.[26] In September 2019, the USEPA published the final rule in the federal register.[27] The USEPA also published the final rule for the One National Program on Federal Preemption of State Fuel Economy Standards that finalizes critical parts of the SAFE) Vehicles Rule and makes clear that federal law preempts state and local tailpipe GHG emissions standards as well as zero emission vehicle (ZEV) mandates.

4.9.3.2 State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs within the State.

California Greenhouse Gas Reduction Targets

Executive Order B-55-18

Executive Order B-55-18 (September 2018) establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. The executive order demonstrates the State's continued commitment to address climate change.

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24 United States Environmental Protection Agency, 2012. 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards. Available: (August 2012). Available: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-model-year-2017-and-later-light-duty-vehicle. Accessed March 11, 2019

25 Federal Register, 2018. Vol. 83, No. 165. August 24. Proposed Rules.

26 Amicus brief, 2019. USCA Case #18-1114, Doc#1772455_filed February 14, 2019. Available: http://climatecasechart.com/case/california-v-epa-4/. Accessed April 17, 2019.

27 Federal Register, Vol. 84, No. 188, Friday, September 27, 2019, Rules and Regulations, 51310-51363.

Executive Order B-30-15 and Senate Bill 32/Assembly Bill 197

In 2015, Executive Order B-30-15 established the following new interim GHG emissions reduction target:

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Senate Bill (SB) 32 and its companion bill Assembly Bill (AB) 197, was passed in 2016. SB 32 expanded upon AB 32 (described below), amending the California HSC Division 25.5 to codify the GHG emissions target in Executive Order B-30-15 of 40 percent below 1990 levels by 2030. AB 197 provides the Legislature greater authority over CARB and requires CARB to provide GHG emissions inventory report at least once a year.

Executive Order S-3-05 and Assembly ll 32

In 2005, Executive Order S-3-05 established the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels.
- By 2020, California shall reduce GHG emissions to 1990 levels.
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32 (codified in HSC Division 25.5 – California Global Warming Solutions Act of 2006), to codify the targets in Executive Order S-3-05 of reducing GHG emissions in California to 1990 levels by 2020. The law further requires that reduction measures be technologically feasible and cost effective. Under AB 32, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. CARB also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts. The SIP is required for the

State to take over implementation of the CAA. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions to 1990 levels by 2020.

In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower, such as, bulldozers, loaders, backhoes and forklifts, as well as, many other self-propelled off-road diesel vehicles. The regulation aims to reduce emissions by installation of diesel soot filters, and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models. Refer to Section 4.2, *Air Quality*, for additional details regarding these regulations. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

2017 Climate Change Scoping Plan

In response to SB 32 and the required 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan in 2017.[28] In the 2017 Scoping Plan, CARB provides the estimated projected statewide 2030 emissions under business-as-usual (BAU) conditions (that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions) and the level of reductions necessary to achieve the 2030 target of 40 percent below 1990 levels. CARB's projected statewide 2030 BAU emissions takes into account 2020 GHG reduction policies and programs. A summary of the GHG emissions reductions required under SB 32 (HSC Division 25.5) is provided in **Table 4.9-2,** 2017 *Estimated Greenhouse Gas Emissions Reductions Required by HSC Division 25.5*.

[28] California Air Resources Board (CARB), 2017b. California's 2017 Climate Change Scoping Plan. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017

TABLE 4.9-2
2017 ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS REQUIRED BY HSC DIVISION 25.5

Emissions Category	GHG Emissions ($MMTCO_2e$)
2017 Scoping Plan Update	
2030 BAU Forecast ("Reference Scenario" which includes 2020 GHG reduction policies and programs)	389
2030 Emissions Target Set by HSC Division 25.5 (i.e., 40% below 1990 Level)	260
Reduction below BAU Necessary to Achieve 40% below 1990 Level by 2030	129 (33.2%) [a]

[a] 389 – 260 = 129 / 389 = 33.2%

SOURCE: California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011; California Air Resources Board, 2020 Business-as-Usual (BAU) Emissions Projection, 2014 Edition, 2017, http://www.arb.ca.gov/cc/inventory/data/bau.htm. Accessed October 2017; California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017. Available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed November 2019.

The 2070 Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target. The Scoping Plan includes the Scoping Plan Scenario, which CARB stated "is the best choice to achieve the State's climate and clean air goals".[29] The Scoping Plan Scenario consists of ongoing and statutorily required programs and continuing the Cap-and-Trade Program, and was modified from the 2017 Scoping Plan to reflect AB 398, including removal of the 20 percent refinery measure. Under the Scoping Plan Scenario, the majority of the reductions would result from continuation of the Cap-and-Trade regulation. Additional reductions are achieved from increasing use of renewable resources for electricity sector (i.e., utility providers to supply 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the Low Carbon Fuel Standard (LCFS), implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), improved vehicle, truck and freight movement emissions standards, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet our energy needs. The 2017 Scoping Plan also comprehensively addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors.

The 2017 Scoping Plan also discusses the role of local governments in meeting the State's GHG reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures.[30] The 2017 Scoping Plan encourages local governments to adopt Climate Action Plans to address local GHG emission sources. As discussed in the following pages, the City of Santa Monica has

[29] California Air Resources Board (CARB), 2017b. California's 2017 Climate Change Scoping Plan. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017

[30] California Air Resources Board (CARB), 2017b. California's 2017 Climate Change Scoping Plan. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017

adopted a Climate Action and Adaptation Plan to reduce local GHG emissions and achieve carbon neutrality.

Transportation Sector

In response to the transportation sector accounting for a large percentage of California's CO_2 emissions, AB 1493 (HSC Section 42823 and 43018.5), enacted in 2002, required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In setting these standards, CARB must consider cost-effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers. The federal CAA ordinarily preempts state regulation of motor vehicle emission standards; however, California is allowed to set its own standards with a federal CAA waiver from the EPA, which the EPA granted in 2009.

However, as discussed previously, the EPA adopted federal standards for model year 2012 through 2016 light-duty vehicles. As such, California – and states adopting the California emissions standards (referred to as the Pavley standards) – agreed to defer to the national standard through model year 2016. The 2016 endpoint of the federal and state standards is similar, although the federal standard ramps up slightly more slowly than required under the state standard. The state standards require additional reductions in CO_2 emissions beyond model year 2016 (referred to as the Pavley Phase II standards). Also as noted above, the EPA adopted GHG emission standards for model year 2017 through 2025 vehicles. These standards are slightly different from the Pavley Phase II standards, but the State of California has agreed not to contest these standards, in part due to the fact that while the national standard would achieve slightly less reductions in California, it would achieve greater reductions nationally, and is stringent enough to meet state GHG emission reduction goals. In 2012, CARB adopted regulations that allow manufacturers to comply with the 2017 through 2025 national standards to meet state law.

In 2007, Executive Order S-01-07 mandated the following: establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and adopt a LCFS for transportation fuels in California. CARB identified the LCFS as one of the nine discrete early actions in the Climate Change Scoping Plan. In 2009, the LCFS regulations were approved by CARB and established a reduction in the carbon intensity of transportation fuels by 10 percent by 2020. beginning in 2011. In 2015, CARB approved the re-adoption of the LCFS, which became effective beginning January 2016, to address procedural deficiencies in the way the original regulation was adopted.

Land Use and Transportation Planning

In 2008, SB 375 (Chapter 728, Statutes of 2008) established mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's metropolitan planning organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and

2035.[31] The proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the LCFS regulations.

Under SB 375, the regional GHG reduction target must be incorporated within the applicable MPO's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS).

In 2011, CARB adopted GHG emissions reduction targets for SCAG, the MPO for the region in which the City of Santa Monica is located. In 2018, CARB updated the SB 375 targets to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[32,33] As these reduction targets were updated after SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), it is expected that the future iteration of the 2020-2045 RTP/SCS will be updated to reflect these targets. Refer to Section 4.12 Land Use and Planning for further discussion of the RTP/SCS.

Energy Sector

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods.

The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the residential standards including requirements for solar power; encourages demand responsive technologies such as battery storage, improving the buildings thermal envelope through high performance attics, walls, and windows, and use of high efficient air filters; and efficiency improvements to the non-residential standards include updates to indoor and outdoor lightning, and high efficient air filters.

The California Green Building Standards Code (California Code of Regulations (CCR), Title 24, Part 11), commonly referred to as the CALGreen Code, with the most current version being the

[31] California Air Resources Board, 2018b. Sustainable Communities. Available: https://www.arb.ca.gov/cc/sb375/sb375-rd.htm. Accessed April 25, 2019.

[32] California Air Resources Board (CARB), 2017b. California's 2017 Climate Change Scoping Plan. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017.

[33] California Air Resources Board, 2018c. SB 375 Regional Greenhouse Gas Emissions Reduction Targets. Available: https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf. Accessed March 11, 2019.

2019 version which became effective January 1, 2020. The CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The 2019 CALGreen Code includes: percentage of the total parking spaces either including or supporting future electric vehicle equipment; oversizing of photovoltaic systems, electrification of space and water heating; daylighting; upgraded efficiencies for outdoor lighting; and bicycle parking requirements.

The State has adopted regulations to increase the proportion of electricity from renewable sources. In 2008, Executive Order S-14-08 expanded the state's Renewable Portfolio Standard (RPS) goal to 33 percent renewable power by 2020. In 2009, Executive Order S-21-09 directed CARB (under its AB 32 authority) to enact regulations to help the state meet the 2020 goal of 33 percent renewable energy. The 33 percent by 2020 RPS goal was codified with the passage of Senate Bill X1-2. This new RPS applied to all electricity retailers in the state, including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 (Chapter 547, Statues of 2015) further increased the RPS to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027. In 2018, SB 100 further increased California's RPS and requires retail sellers and local publicly-owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

4.9.3.3 Regional

South Coast Air Quality Management District

As discussed in Section 4.2, *Air Quality*, SCAQMD is responsible for air quality planning in the South Coast Air Basin (where the Project Site is located) and developing rules and regulations to bring the Air Basin into attainment of the ambient air quality standards. As part of its efforts to reduce local air pollution, SCAQMD has promoted a number of programs to combat climate change. For instance, SCAQMD has promoted energy conservation, low-carbon fuel technologies (natural gas vehicles; electric-hybrids, hydraulic-hybrids, and battery-electric vehicles), renewable energy, vehicle miles traveled (VMT) reduction programs, and market incentive programs

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The 2016–2040 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of

achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level. The RTP/SCS is a regional land use and transportation plan, which has GHG implications, including the reduction of VMT by encouraging land uses in areas that are well served by transit.

SCAG's 2016 RTP/SCS is designed to support development of compact communities in existing urban areas, with more mixed-use and infill development, and reuse of developed land that is also served by high quality transit. The 2016 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by reducing VMT to achieve an 8 percent reduction in passenger vehicle emissions by 2020, 19 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per capita basis.

The 2016 RTP/SCS includes strategies for transportation and land use that are designed to reduce VMT and the GHG emissions associated with on-road vehicle travel. This includes, but is not limited to, strategies that increase the density and mix of land uses; focus growth around transit; provide transit improvements; expand active transportation networks; expand regional charging infrastructure for electric vehicles, and expand TDM programs.

The 2016 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit. The 2016 RTP/SCS also identified High Quality Transit Areas (HQTAs), which are defined as locations where two or more high frequency transit routes intersect. The 2016 RTP/SCS assumes that 46 percent of new housing and 55 percent of new employment locations developed between 2012 and 2040 will be located within infill areas well served by transit, which comprise only three percent of the total land area in the SCAG region.

The TDM strategies in the 2016 RTP/SCS are focused on reducing peak period and SOV travel by encouraging behavior shifts to carpooling or vanpooling or reducing peak period travel. SCAG encourages employers to offer telecommuting or alternative work week schedules to help reduce peak period travel. TDM strategies, together with emerging trends in the workplace, aim to increase telecommuting from 5 percent to 10 percent by 2040 and alternative work schedules from 4 percent to 15 percent by 2040. Refer to Section 4.12, Land Use and Planning, for further discussion of the Project's consistency with the RTP/SCS.

4.9.3.4 Local

City of Santa Monica Sustainable City Plan

The City's Sustainable City Plan (SCP) provides Citywide goals and strategies that promote sustainability, inclusive of reducing GHG emissions. The SCP includes nine goal areas that cover a range of environmental, economic and cultural activities. Of these, four goal areas are particularly relevant to the City's goal in reducing GHG emissions: Resource Conservation, Environmental and Public Health, Transportation and Open Space and Land Use. Two of these, Transportation and Open Space/Land Use, address the overall arrangement of development in the City. These topics are addressed further in the discussion of LUCE policies below and in Section 4.12, *Land Use and Planning*, of this EIR.

The City's SCP 2014 update includes targets of reducing GHG emissions by 20 percent below 1990 levels Citywide by 2020, by 30 percent below 1990 levels for corporate operations by 2020, by 40 percent below 1990 levels by 2030, and by 80 percent below 1990 levels by 2050. According to the 2018 SCP update, total emissions for the City in 2018 were approximately 29 percent below the City's 1990 emissions total, which exceeds the City's 2020 goal of 20 percent below 1990 levels.[34,35] For the 2030 target (40 percent below 1990 levels), this equates to an emissions level of 831,984 $MTCO_2e$ (40 percent below 1,386,640 $MTCO_2e$). The SCP anticipates most reductions will come from increased energy efficiency, increased renewable energy production, and reduced transportation-related emissions through increased use of alternative transportation.

City of Santa Monica Climate Action and Adaptation Plan

In May 2019, the City adopted the Climate Action and Adaptation Plan (CAAP), which provides the roadmap for the City to achieve carbon neutrality by 2050 and to prepare and adapt for climate change impacts. The CAAP focuses on eight Citywide objectives in three sectors: zero net carbon buildings, zero waste, and sustainable mobility. The CAAP also lays out a framework for increasing Santa Monica's resilience to climate change through four sectors: Climate Ready Community, Water Self-Sufficiency, Coastal Flooding Preparedness and Low Carbon Food & Ecosystems. The CAAP identifies areas in local government, community building and support to augment by including climate change considerations and adaptation measures.

The intent of the CAAP is to provide overarching policy direction with respect to climate change through Citywide objectives and broad strategies to reduce GHG emissions. The CAAP is not a regulatory plan to be applied on a project by project basis. Rather, the City recognizes that GHG reduction goals cannot be achieved by individual projects alone, but instead requires a comprehensive Citywide approach that would include the enactment of future plans, changes to existing ordinances, and an integrated and sustainable approach to land use/transportation planning.

City of Santa Monica General Plan Land Use and Circulation Element (LUCE)

The LUCE is intended to achieve a sustainable and integrated system of land use and transportation with the City. Its goals and policies provide the structure and tools to achieve many of the goals of the SCP by translating them into land use policy and direction. The LUCE includes a variety of strategies to reduce Citywide GHG emissions, energy use, water use, and solid waste generation.

Among other features, the LUCE includes a number of goals and policies that address the overall land use arrangement in the City, creating a land use pattern that reduces vehicle miles traveled. It includes within its Citywide Land Use Policies, goals and policies specific to reductions in GHG emissions. Further, Chapter 3.1 addresses Sustainability and Climate Change and includes 10

[34] 1990 emissions for Santa Ana were 1,386,640 $MTCO_2e$. 2015 emissions were 1,110,305 $MTCO_2e$. (1,386,640 – 1,110,305)/1,386,640 = 19.93 percent reduction.

[35] City of Santa Monica, 2019. Greenhouse Gas Emissions Inventory Report 1990 – 2018.

additional goals with related policies that further address issues pertaining to reductions in the generation of GHGs. LUCE goals and policies that are pertinent to the impacts of the Project are identified in the policy consistency analysis in the discussion of Project impacts below.

Santa Monica Municipal Code Green Building Ordinance

Chapter 8.106 of the SMMC establishes the City's Green Building Standards Code. This code adopts by reference the CalGreen requirements with the local amendments that require solar pool heating and solar PV installations. Under the City's Green Building Standards the following requirements are applicable to the Project:

> *New multi-family dwellings (3 stories or less), non-residential, high-rise residential, hotel, and motel buildings are required to install a solar electric PV system. The required installation of the PV system shall be implemented by installing a solar PV system with a minimum total wattage 2.0 times the square footage of the building footprint (2.0 watts per square foot). That means a four-story building with a building footprint of 10,000 square feet would need a 20 kilowatt system.*
>
> *Electric vehicle charging shall be provided for new electrical services in both multi-family dwellings and non-residential buildings.*

The SMMC also includes requirements for individual development projects to support alternative modes of transportation, thereby, reducing VMT and associated GHG emissions. Specially, Section 9.53, of the SMMC establishes the City's Transportation Demand Management (TDM) Ordinance, which requires the development of TDM Plans for individual projects/employers and payment of TDM fees to support City efforts for reducing vehicle trips and VMT. (see Section 4.17 *Transportation,* of this EIR for further discussion).

Santa Monica Municipal Code: Chapter 8.36 Energy Code

The City recently updated its Energy Code to provide local amendments to Title 24 Part 6 of the California Energy Code and Title 24, Part 11 of the California Green Building Standards Code. The local amendments are part of the City's efforts to achieve carbon neutrality. The revised Energy Code, which was effective on January 1, 2020, requires new buildings in Santa Monica to achieve one of two design pathways for complying with the City's Energy Code: all-electric design or mixed-fuel design. As an incentive to design all-electric buildings, a higher level of energy efficiency would be required for mixed-fuel buildings. All-electric buildings would not be subject to higher levels of energy efficiency and may be built to the State's standard design requirements. All-electric buildings powered by a combination of on-site solar and 100 percent Green Power from CPA are effectively Zero-Emission Buildings. The energy requirements for new building types are as follows:

For new single-family, duplex, and multi-family residential buildings up to three stories:

- All-Electric Building shall be designed to code established by the 2019 CEC.
- Mixed-Fuel Building shall be designed to CalGreen Tier 1 established by the 2019 CEC. CalGreen Tier 1 buildings have additional integrated efficiency and on-site renewable energy sufficient to achieve a Total Energy Design Rating of 10 or less.

For new multi-family buildings, four stories and greater, and new hotels and motels:

- All new buildings shall have a solar photovoltaic system with a minimum rating of 2 watts per square foot of the building's footprint.
- All-Electric Building shall be designed to code established by the 2019 CEC.
- Mixed-Fuel Building shall be designed to be 5 percent more efficient than the code established by the 2019 CEC. (A change from the current Energy Reach Code, which requires these buildings to be 10 percent more efficient is the result of the cost-effectiveness study.)

For all other new non-residential buildings:

- All new buildings shall have a solar photovoltaic system with a minimum rating of 2 watts per square foot of the building's footprint.
- All-Electric Building shall be designed to code established by the 2019 CEC.
- Mixed-Fuel Building shall be designed to be 10 percent more efficient than the code established by the 2019 CEC.

4.9.4 Environmental Impacts

4.9.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the CEQA Guidelines provides the following screening questions to assist lead agencies when assessing a project's potential impacts with regard to GHG emissions. Would the Project:

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

The State CEQA Guidelines does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including by looking to thresholds developed by other public agencies, such as air districts, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see Section 15064.7(c)). A lead agency may also use thresholds on a case-by-case basis. (Id., subd. (b).) Each case must be analyzed in light of its own facts and circumstances.

Even in the absence of clearly defined thresholds for GHG emissions, the law requires that an agency makes a good faith effort to disclose the GHG emissions from a project and mitigate to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact. Regardless of which threshold(s) are used, the agency must support its analysis and significance determination with substantial evidence.

(CEQA Guidelines, § 15064.7.) The CEQA Guidelines recommends considering certain factors, among others, when determining the significance of a project's GHG emissions, including the extent to which the project may increase or reduce GHG emissions as compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

According to the California Air Pollution Control Officers Association (CAPCOA), "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective".[36] Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that a single project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Section 15064.4(b) of the CEQA Guidelines states that "in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonable foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions."

In a recent document entitled Draft Discussion: CEQA and Climate Change paper, the Governor's Office of Planning and Research (OPR) has described some of the methods that a lead agency may use in selecting the appropriate threshold below which the lead agency may find an impact is less than significant.[37] This includes:

- Efficiency Based Threshold – An efficiency metric (rather than an absolute number) would compare projects of various types, sizes, and locations equally, and determine whether a project is consistent with the State's reduction goals. For example, an efficiency metric for a residential project can be expressed on a per capita basis, and a metric for an office project can be expressed on a per employee basis.
- Compliance with State Goals and Percentage Reduction from BAU Emissions
- Consistency with Relevant Regulations, Plans, Policies, and Regulatory Programs
- Absolute Numerical/Quantitative Threshold

Although the Project's GHG emissions have been quantified as discussed under the Methodology section below, neither CARB, SCAQMD, nor the City has adopted quantitative project-level significance thresholds for assessing impacts related to GHG emissions applicable to the Project. In the absence of any adopted quantitative threshold, the determination of whether or not the Project would result in a cumulatively considerable contribution to the cumulative impacts of global climate change is based on the following:

[36] California Air Pollution Control Officers Association (CAPCOA), 2008. CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.

[37] Governor's Office of Planning and Research (OPA), 2008. Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, 2008.

- If the Project would conflict with (and thereby be inconsistent with) the applicable regulatory plans and policies to reduce GHG emissions, which include the emissions reduction measures included within CARB's Climate Change Scoping Plan; SCAG's 2016-2040 RTP/SCS; and the City's SCP, CAAP, Green Building and Energy Code, and the LUCE.

Per State *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 will avoid or substantially lessen the cumulative problem within the geographic area of the project (CCR, Title 14, Section 15064(h)(3)). To qualify, such a plan or program 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 (CCR, Title 14, Section 15064(h)(3)). 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 plan, [and] plans or regulations for the reduction of greenhouse gas emissions" (CCR, Title 14, Section 15064(h)(3)).

Thus, State *CEQA Guidelines* Section 15064(h)(3) allows a Lead Agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.[38]

Methodology

With respect to GHG emissions, the CEQA Guidelines state in CCR Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines note that a lead agency shall have the discretion to "quantify the GHG emissions from a project, and/or rely on a qualitative analysis or other performance based standards" (14 CCR 15064.4(a)).

Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess the significance of GHG emissions quantitatively or qualitatively. Under either approach, the lead agency's analysis must demonstrate a good-faith effort to disclose the amount and significance of greenhouse gas emissions resulting from a project, based to the extent possible on scientific and factual data. (CEQA Guidelines, § 15064.4, subd. (a).) In its

[38] See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR-2025 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Furthermore, the SCAQMD has taken this position in CEQA documents it has produced as a Lead Agency. The SCAQMD has prepared 3 Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/yr significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration Project, SHC No. 2012041014 (October 2014); SCAQMD Final Negative Declaration for Phillips 99 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); SCAQMD Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and SCAQMD Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (August 2015).

CEQA review of projects, the City of Santa Monica has chosen to provide both a quantitative and qualitative GHG analysis for full disclosure. The methodology of analyzing the Project's GHG emissions, that may result from the construction and operations of the Project, is conducted as follows.

Project Net GHG Emissions Estimates

The Climate Action Registry General Reporting Protocol provides procedures and guidelines for calculating and reporting GHG emissions from general and industry-specific activities. Although no numerical thresholds of significance have been adopted, and no specific protocols are available for land use projects, the General Reporting Protocol provides a framework for calculating and reporting GHG emissions from the Project. The GHG emissions provided in this report are consistent with the General Reporting Protocol framework. For the purposes of this EIR, total GHG emissions (i.e., construction and operation) from the Project were quantified to provide information to decision makers and the public regarding the level of the Project's annual GHG emissions. GHG emissions are typically separated into three categories that reflect different aspects of ownership or control over emissions:

- Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[39]

The Project would result in net GHG operational emissions directly from on-road mobile vehicles, electricity, and natural gas, and indirectly from water conveyance, wastewater generation, and solid waste handling. In addition, Project construction activities such as demolition, hauling, and construction worker trips would generate GHG emissions. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis.

GHG emissions for existing conditions and the Project are estimated using the California Emissions Estimator Model (CalEEMod), which is a statewide land use emission computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land us projects. CalEEMod was developed in collaboration with the air districts of California, and is recommended by SCAQMD. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. While, CalEEMod uses the California Emissions Factor Model (EMFAC) version 2014 to calculate mobile source emissions, the EPA has approved EMFAC2017.

[39] Embodied energy includes energy required for water pumping and treatment for end-uses.

Therefore, to accurately quantify emissions from mobile sources, EMFAC2017 emission factors were incorporated into CalEEMod for quantification of operational mobile source emissions. Quantification of construction related on-road mobile source emissions (worker, vendor and haul truck trips) were conducted outside of CalEEMod using EMFAC2017 as there is not a way to incorporate EMFAC2017 into CalEEMod for construction emissions.

As previously noted, existing uses on the Project Site, which include hotel, restaurant, retail, spa and fitness facilities, generate GHG emissions as shown in Table 4.9-1. Therefore, to calculate the Project's net GHG emissions, existing GHG emissions are subtracted from Project GHG emissions.

The quantification of GHGs from any project involves many uncertainties. For example, it is reasonable to assume that the future employees and visitors of the Project Site currently engage in similar activities (working, recreating, and driving) that generate GHG emissions. However, the project's implementation of an improved TDM program could result in changing travel behavior that results in less vehicle miles traveled. Additionally, newer construction materials and practices, future energy efficiency requirements, future mobile source emission standards, and advances in technology would likely reduce future levels of air pollutant emissions, including GHGs. However, the net effect is difficult to quantify due to the difficulty in predicting future standards and requirements. As such, the estimated net increase in emissions resulting from implementation of the Project is likely to be an over-estimation. These same uncertainties and assumptions exist throughout the accepted analytical methodologies for quantifying GHG emissions.

Construction Emissions

Construction of the Project will be completed in one phase. For the purposes of this EIR, construction work is assumed to begin late 2022 and would take place over approximately 33 months, with completion of the portion of the Project located on the Hotel Parcel in 2025, after the Affordable Housing on the Second Street Parcel has been completed. Project construction activities would include site demolition, grading/excavation, and building construction and finishing activities. Demolition activities would generate demolition debris (asphalt and general construction debris), which would require transport by haul truck. Soil excavation and grading activities would generate soil for export, which would require transport by haul truck. Heavy-duty construction equipment, vendor supply trucks and concrete trucks would be used during construction of foundations, parking structures, and buildings. Landscaping and architectural coating would occur during the finishing activities.

For construction emissions, the construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source emissions factors. The CalEEMod input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the air quality criteria pollutant analysis (see Section 4.2, *Air Quality*, of this EIR) to generate annual GHG emissions for each construction year. SCAQMD guidance, *Draft Guidance*

Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, recognizes that construction-related GHG emissions from projects "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions".[40] The guidance recommends that construction project GHG emissions should be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies".[41] Therefore, GHG emissions from Project construction have been amortized over the 30-year lifetime of the Project.

Operational Emissions

Operation of the Project would generate GHG emissions from on-site operations such as natural gas combustion for heating/cooking, landscaping equipment and the use of consumer products. GHG emissions would also be generated by Project-generated vehicle trips.

For operational emissions of GHG emissions, CalEEMod was used to estimate GHG emissions from natural gas, solid waste, water and wastewater, and landscaping equipment. The Project would also produce criteria pollutant emissions from the onsite diesel-fueled emergency generator and charbroilers. Operational impacts were assessed for the full Project buildout year of 2025 and, as a conservative emissions estimate, assumes full occupancy in 2025. The City's Energy Code requires All-Electric Building designed to code established by the 2019 CEC or Mixed-Fuel Building designed to be 5 percent more efficient than the code established by the 2019 CEC. Therefore building natural gas usage rates are adjusted to account for a 5 percent exceedance of the 2019 Title 24 standards. In addition, an all-electric scenario is evaluated.

In calculating mobile-source GHG emissions, emissions are estimated based on the predicted number of trips to and from the Project Site as determined in the Traffic Impact Analysis (Appendix L of this EIR) and the estimated vehicle miles traveled (VMT) generated using CalEEMod default trip lengths based on Project land uses.

In calculating mobile-source emissions, emissions are estimated based on the predicted number of trips to and from the Project Site as determined in the Traffic Impact Assessment (Appendix L of this EIR) and the estimated vehicle miles traveled (VMT).

Since early 2019, the City receives its electricity from the Clean Power Alliance (CPA). The CPA buys electricity from renewable sources and partners with Southern California Edison to distribute electricity to residential and commercial customers throughout the City. The City has chosen 100 percent Green Power as a step to reaching carbon neutrality and all customers are

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40 South Coast Air Quality Management District, 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed April 17, 2019.

41 South Coast Air Quality Management District, 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed April 17, 2019.

defaulted to receive electricity from 100 percent renewable resources. However, as customers have the ability to opt out of the CPA, the analysis conservatively assumes that the renewable usage is equal to that of Southern California Edison's renewable production.[42] According to the City's Office of Sustainability and the Environment, 92 percent of residents and businesses have opted to receive clean power from the CPA.

GHG emissions from solid waste disposal are also calculated using CalEEMod. Emissions are based on solid waste calculated for the Project[43] and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for CH_4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery) are statewide averages and are used in this assessment.

GHG emissions from water and wastewater are due to the required energy to supply, distribute and treat. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions are calculated using CalEEMod and are based on the water usage rate for the land uses, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the emission factors for the wastewater treatment process. Refer to Section 4.19, *Water Supply*, of this EIR for the estimated water usage for the Project.

Other sources of GHG emissions from operation of the Project include equipment used to maintain landscaping, such as lawnmowers and trimmers. CalEEMod default emission rates were used in calculating GHG emissions from these additional sources.

The GHG emissions calculations incorporate GHG reductions from the Project Design Features (PDF) and sustainability measures, some of which are required by regulation, such as the City's Energy Code (which requires new multi-family buildings over 4 stories and hotel buildings to be all electric or exceed the Title 24 Building Standards Code by 5 percent). These PDF's are listed in subsection 4.9.4.3 Project Characteristics.

Project Consistency with GHG Reduction Plans

OPR's CEQA Guidelines encourage lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. Section 15183.5 of the CEQA Guidelines states that a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted mitigation program, or plan for the reduction of GHG emissions that includes the following elements:

[42] The CPA allows for 100 percent, 50 percent, and 36 percent renewable energy content as well as the option to opt out of the program all together. Assuming that all of the City's residents opt out of the program is a highly conservative assumptions and therefore the analysis will likely overestimate net Project emissions.

[43] See Chapter 6, Other CEQA Considerations, of this EIR, subsection Effects Found Not To Be Significant, for a discussion regarding Project-generated solid waste.

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- Be adopted in a public process following environmental review.

CARB's Climate Change Scoping Plan (last updated in May 2014) provides strategies and recommendations for achieving the AB 32 target, and the California CAT Report provides recommendations for specific emission reduction strategies for reducing GHG emissions and reaching the targets established in AB 32 and Executive Order S-3-05

As previously stated, in May 2019, the City adopted the CAAP. The intent of the CAAP is to provide overarching policy direction with respect to climate change through Citywide objectives and broad strategies to reduce GHG emissions. The CAAP is not a regulatory plan to be applied directly to individual development projects. Rather, the City recognizes that GHG reduction goals cannot be achieved by individual projects alone, but instead requires a comprehensive Citywide approach that would include the enactment of future plans, changes to existing ordinances, and an integrated and sustainable approach to land use/transportation planning. For this EIR, the analysis is focused on whether the proposed Project would support, and not hinder, the Citywide objectives and goals of the CAAP.

The City has also adopted the LUCE, SCP, and Green Building and Energy Reach Code that include goals, policies and actions for the purpose of reducing local GHG emissions. Thus, if the Project is consistent with these policies and regulations, it would result in a less than significant impact, because it would be consistent with the overarching local and State regulations on GHG reduction.

4.9.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding greenhouse gas emissions from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.9.4.3 Project Characteristics

Land Use Characteristics

The Project would result in the redevelopment on the Hotel Parcel and the Second Street Parcel. The Project Site is located within the City's Downtown District and within the boundaries of the California Coastal Zone. The Downtown District[44] of the City of Santa Monica is an urban area with a broad mix of commercial (e.g., retail, office, hotel, restaurant, entertainment) and multi-family residential uses. The Downtown District is one of the most intensely developed areas in the City and features a number of high-rise buildings, including along the Ocean Avenue corridor. Nearby regional and location destinations include Palisades Park, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center. In addition to commercial uses, the Downtown District provides a substantial number of new housing units, most located in mixed-use buildings. Properties north of the Hotel Parcel across California Avenue are not in the Downtown District and are zoned for Medium Density Housing.

The Project Site has regional access via nearby arterials and freeways. The Pacific Coast Highway ("PCH") is located at the foot of the Palisades Bluff at the west edge of Ocean Avenue, just to the west of the Hotel Parcel. The California Incline (at California Avenue) provides direct access to PCH, and PCH in turn, provides access to the Santa Monica Freeway ("I-10"), which is located approximately 0.75 miles southeast of the California Incline, and the Pacific Palisades community to the north. The Hotel Parcel is located on Wilshire Boulevard, a major east-west arterial with an interchange at the San Diego Freeway ("I-405"), approximately four miles to the east of the Hotel Parcel. Wilshire Boulevard also intersects 4th Street, 5th Street and Lincoln Boulevard, which provide direct access to the I-10 approximately 0.75 miles southeast of the Hotel Parcel.

Several transit routes are also located in the vicinity, including transit service provided by Santa Monica Big Blue and Metro. Some of the Santa Monica Big Blue Bus lines include the Rapid 7 Route, which stops at the intersection of Santa Monica Boulevard and 4th Street and provides service along Pico Boulevard to the Wilshire/Western Station, and the Santa Monica Big Blue Bus Wilshire Boulevard Route 2, which stops at the intersection of Wilshire Boulevard and 4th Street and provides service to UCLA and the Hilgard Terminal in Westwood. In addition, the Metro Local 20 bus route stops at the intersection of Wilshire Boulevard and 4th Street and provides regional service along Wilshire Boulevard to Downtown Los Angeles. Further, the Big Blue Bus Rapid 7 route is located approximately two blocks to the southeast of the Project Site. The Metro Rapid 720 bus route serves all of downtown Santa Monica and provides access to East Los Angeles. Additionally, the Exposition Light Rail line ("Expo LRT") and its Downtown Santa Monica station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area. The Project Site's proximity to these publicly available transit services enable the Project to

[44] The "Downtown District" is defined in the 2010 update of the Land Use and Circulation Element of the Santa Monica General Plan.

potentially reduce vehicle trips, vehicle miles traveled (VMT), and associated transportation-related GHG emissions compared to a project without these characteristics.

CAPCOA has provided guidance for accounting for emission reductions from land use development projects within its guidance document titled *Quantifying Greenhouse Gas Mitigation Measures.* The following discussion identifies the CAPCOA reduction allowances and the credits taken in this GHG analysis for reduced GHG emissions associated with the land use characteristics at Project Site.

- **Increased Density:** Increased density (i.e., persons, jobs, or dwelling units per unit area) reduces GHG emissions associated with transportation, as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. This measure corresponds to CAPCOA guidance measure LUT-1.[45]

  As indicated in the Traffic Impact Assessment (Appendix L of this EIR), Santa Monica is generally characterized by compact urban development, high levels of public transit service, walkable and bike-friendly streets, and employer-sponsored TDM programs. The unique local characteristics of Santa Monica (such as density, availability of transit, diversity of land uses) warrant the development of specific trip generation rates that are more appropriate for estimating trip generation than standard Institute of Transportation Engineers rates which are more reflective of suburban locations. The Project trip generation rates for retail, restaurant, and residential use are drawn from the *Santa Monica Travel Demand Forecasting Model Trip Generation Rates*.[46] Therefore, LUT-1 is incorporated into the trip generation estimated for the Project.

- **Location Efficiency:** Location efficiency refers to the location of a project relative to the type of urban landscape, such as an urban area, compact infill, or suburban center. In general, compared to the statewide average, a project could realize VMT reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center for land use/location strategies.[47] This measure corresponds to CAPCOA guidance measure LUT-2 (CAPCOA 2010b).[48] According to the CAPCOA guidance, factors that contribute to VMT reductions and GHG emission reductions under this measure include the geographic location of a project within the region.

  As noted previously, the Project Site is located within the Downtown District, which is located at the western central edge of the City and is generally defined by Wilshire Boulevard

45 CAPCOA, 2010. *Quantifying Greenhouse Gas Mitigation Measures.* August 2010.

46 Fehr & Peers, Transportation Impact Analysis for Miramar Hotel (2020).

47 CalEEMod, by default, assumes that trip distances in the Air Basin are slightly longer than the statewide average. This is due to the fact that commute patterns in the Air Basin involve a substantial portion of the population commuting relatively far distances, which is documented in the Southern California Association of Governments 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The RTP/SCS shows that, even under future Plan conditions, upwards of 50 percent of all work trips would be 10 miles or longer (SCAG, Performance Measures Appendix, p. 13, 2016). The RTP/SCS does not specify the current percentage of work trips greater than 10 miles in the region, but it can be assumed that the percentage is currently greater than 50 percent since the goal of the RTP/SCS is to reduce overall VMT in the region. It is thus reasonable to assume that the trip distances in Air Basin are analogous to the statewide average given that the default model trip distances in the Air Basin are slightly longer but still generally similar to the statewide average. Therefore, projects could achieve similar levels of VMT reduction (65 percent in an urban area, 30 percent in a compact infill area, or 10 percent for a suburban center) compared to the Air Basin average.

48 CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures.

on the north; Lincoln Boulevard on the east; the Santa Monica Freeway on the south; and Ocean Avenue on the west. The Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Regional and location destinations within the proximity of the Site include the Palisades Park, the Santa Monica Pier, the Third Street Promenade, Santa Monica State Beach, and the open-air Santa Monica Place Shopping Center.

The Project Site is accessible to the regional transportation network, located approximately 0.75-mile southeast of the Santa Monica Freeway (Interstate 10) ramps at 4th Street. Several transit routes are also located in the vicinity, such as Santa Monica Big Blue Bus Rapid 7 Route, which stops at the intersection of Santa Monica Boulevard and 4th Street; the Santa Monica Big Blue Bus Wilshire Boulevard Route 2, and Metro Local 20 bus route which stops at the intersection Wilshire Boulevard and 4th Street; the Big Blue Bus Rapid 7 route located approximately two blocks to the southeast of the Project Site; and the Metro Rapid 720 serving all of Downtown Santa Monica. These transit lines provide service along Pico Boulevard to the Wilshire/Western Metro Rail Station and Purple Line; along Wilshire Boulevard to UCLA, Westwood, and Downtown Los Angeles; and to East Los Angeles. Additionally, the Exposition Light Rail line (Expo LRT) and its Downtown Santa Monica station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area pursuant to CEQA. Therefore, LUT-2 is incorporated into the trip generation estimate for the Project.

- **Increased Land Use Diversity and Mixed-Uses:** Locating different types of land uses near one another can decrease VMT and GHG emissions since vehicle trips between land use types are shorter and could be accommodated by alternative modes of transportation, such as public transit, bicycles, and walking. This measure corresponds to CAPCOA guidance measure LUT-3.[49] According to the CAPCOA guidance, factors that contribute to VMT reductions under this measure include the percentage of each land use type in the development.

  The Project would provide a mix of uses, including hotel rooms, residences, and commercial uses close to public transit and near existing off-site commercial and residential uses. According to the Project traffic impact analysis, the Project trip rates reflect Santa Monica's compact urban development, high levels of public transit service, and walkable and bike-friendly streets.[50] Therefore, LUT-3 is incorporated into the trip generation for the Project.

- **Increased Destination Accessibility:** This measure corresponds to CAPCOA guidance measure LUT-4.[51] According to the CAPCOA guidance, factors that contribute to VMT and GHG reductions under this measure include the distance to downtown or major job center.

  The Project is located within the Downtown District, which is a popular destination for local residents, regional visitors, and world travelers. The Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Regional and location destinations within the proximity of the Site include Palisades Park, the Santa Monica Pier, Third Street Promenade, Santa Monica State Beach, and the open-air Santa Monica Place Shopping Center.

[49] CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures. August 2010.
[50] Fehr & Peers, Transportation Impact Analysis for Miramar Hotel, (2020).
[51] CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures. August 2010.

The access to multiple local and regional destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related GHG emissions. Therefore, LUT-4 is incorporated into the trip generation for the Project.

- **Increased Transit Accessibility:** Locating a project with high density near transit services encourages the use of transit by people traveling to or from a project site. This measure corresponds to CAPCOA guidance measure LUT-5.[52] According to the CAPCOA guidance, factors that contribute to VMT and GHG reductions under this measure include the distance to transit stations near the Project.

  The estimated Project trip generation for the Project's retail restaurant and residential uses reflect Santa Monica's compact urban development, high levels of public transit service and walkable and bike-friendly streets.[53] As previously indicated, the Expo LRT Downtown Santa Monica Station is located approximately 0.5 mile southeast of the Project Site, and with this proximity and the high number of bus routes in the Project area, all of the Downtown District is considered a Transit Priority Area. Therefore, LUT-5 is incorporated into the trip generation for the Project.

- **Provide Pedestrian Network Improvements:** Providing pedestrian access that minimizes barriers and links a project site with existing or planned external streets encourages people to walk instead of drive. This measure corresponds to CAPCOA guidance measure SDT-1.[54] According to the CAPCOA guidance, factors that contribute to VMT and GHG reductions under this measure include pedestrian access connectivity within the Project and to/from off-site destinations.

  The Project would improve pedestrian connectivity and the pedestrian experience. New pedestrian walkways would be added through the Hotel Parcel to connect Wilshire Boulevard, Ocean Avenue and 2nd Street, thus opening up the Hotel Parcel to pedestrians. The Ocean Building would contain a mix of uses and open spaces to enhance the pedestrian experience both on and around the Hotel Parcel for both the hotel guests and the public to access from Wilshire Boulevard and Ocean Avenue. The Project would provide a pedestrian entrance off 2nd Street; a north pedestrian exit to California Avenue from the Hotel Parcel; and as previously stated, there are several pedestrian entrances to the Hotel Parcel from Ocean Avenue and Wilshire Boulevard. The Project trip rates for retail and residential reflect Santa Monica's compact urban development, high levels of public transit service, and walkable and bike-friendly streets.[55] Therefore, SDT-1 is assumed to be incorporated into the trip generation for the Project.

Project Design Features

The Project includes a number of PDFs to minimize GHG emissions. The analysis of Air Quality impacts in Section 4.2, *Air Quality*, of this EIR provides three categories of PDFs that would minimize the amount of air pollutant emissions. The PDFs in two of the categories would also reduce GHG emissions. Portions of the PDFs that reduce GHG emissions are listed below:

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52 CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures. August 2010.
53 Fehr & Peers, Transportation Impact Analysis for Miramar Hotel, (2020).
54 CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures. August 2010.
55 Fehr & Peers, Transportation Impact Assessment for Miramar Hotel, (2020).

PDF AQ-1: Demolition, Grading and Construction Activities:

1. **Anti-Idling Regulation:** In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

2. **Construction Equipment:**

   a. Diesel fueled construction equipment shall meet or exceed the EPA Tier 4 final emission standards.

   b. The following equipment shall be propane or CNG fueled: Forklifts (except for all-terrain forklifts used only to off-load heavy materials) and sweepers/scrubbers.

   c. The following equipment shall be electric: air compressors, tower cranes (Hotel Parcel), plate compactor, and pumps

   d. The following equipment shall be gasoline fueled: water trucks

   e. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

PDF-AQ-2: Green Building Features: The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the Applicant will attain a minimum of LEED-certified V3 Gold designation for all new buildings on the Hotel Parcel and will use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. Green building features that will be included in the Project are as follows:

1. **Waste**

   a. The Project will implement a construction waste management plan (WMP) to divert a minimum of 70 percent of all mixed construction and demolition (C&D) debris to City certified construction and demolition waste processors, consistent with the City of Santa Monica Municipal Code Article 8, Chapter 8.108.

   b. The Project will include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings), consistent with the City of Santa Monica Zero Waste Strategic Plan, with the goal of achieving a per capita disposal rate of less than 3.6 pounds/person/day by 2020 and less than 1.1 pounds/person/day by 2030, equivalent to a 95 percent diversion rate.

2. **Energy**

   a. The Project will comply at a minimum with the City of Santa Monica Energy Code and the City of Santa Monica Green Building Standards Code or the most recent standards at the time of building permit issuance by incorporating solar pool heating, green roofs, high-performance building envelopes, energy-efficient HVAC and lighting systems, among

other initiatives thereby reducing energy use, air pollutant emissions, and GHG emissions.

b. The Project will install solar electric photovoltaic (PV) systems, as required by the City of Santa Monica Green Building Code Solar Ordinance. The required installation of the PV systems will be implemented by installing a minimum total wattage of 2.0 times the square footage of the building footprint (2.0 watts per square foot).

c. The Project design will incorporate surface materials with a high solar-reflectance-index average, coupled with roof assemblies having insulation factors that meet or exceed the 2019 California Title 24 Building Energy Efficiency Standards or the most recent standards at the time of building permit issuance, to reduce unwanted heat absorption and minimize energy consumption.

3. Transportation

a. To encourage carpooling and the use of electric vehicles by Project employees and visitors, designated parking for carpools and vanpools will be provided in accordance with SMMC Section 9.28.150.

b. EV Charging Stations, low emission vehicle spaces, and carpool spaces for hotel employees will be provided in the Hotel parking structure. At least two charging stations plus one for each additional 50 parking spaces consistent with SMMC Section 9.28160(B)(2) will be provided.

c. Both long-term and short-term bicycle parking would be provided at the Hotel parking structure. The number of parking spaces shall be provided in accordance with SMMC Table 9.28.140, which requires one short-term bicycle parking space for every 4,000 square feet of floor area (depending on the use). The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces, including 263 long-term and 41 short-term spaces.

   Showers and clothes lockers for employees will also be provided at the Hotel. In accordance with SMMC Section 9.28.170(B)(1), a minimum of four showers would be provided. Consistent with SMMC Section 9.28.170(B)(2), lockers for clothing and other personal effects will be provided at a ratio of 75% of the long-term employee bicycle parking spaces required. A total of up to 197 new clothes lockers will be provided on the Hotel Parcel for employee use. The final number will be determined through the Development Agreement.

4. Water

a. The Project shall achieve the City's water neutrality requirements and in accordance with the DCP, the Applicant shall strive to achieve a minimum of 30 percent below California 2019 Title 24 baseline for interior building water use and a minimum of 50 percent below California 2019 Title 24 baseline for outdoor exterior water use. The Project will also implement 100% non-potable irrigation for landscaping.

The above list of PDFs, which are accounted for in the GHG emission estimates, represent the minimum that would be included in the Project to reduce GHG pollutant emissions. More aggressive PDFs and/or additional measures to reduce air quality emissions may be incorporated as part of the final Development Agreement.

4.9.4.4 Project Impacts

GHG Emissions

GHG-1: Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or

GHG-2: Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Impact Statement GHG-1: *The Project would generate direct and indirect GHG emissions from construction and operational activities and would support and not obstruct implementation of applicable GHG reduction plans, and other plans, policies and regulations adopted for the purpose of reducing GHG emissions including the City's LUCE, Sustainable City Plan, and Climate Action and Adaptation Plan; AB32 and SB 375; and the State Attorney General, OPR and Climate Action Team recommendations. Therefore, the Project's GHG emissions and associated impacts would be less than significant.*

Construction Emissions

Emissions of GHGs that would result from construction of the Project were calculated for each year of construction activity using CalEEMod. Results of the GHG emissions calculations are presented in **Table 4.9-3**, *Estimated Construction Greenhouse Gas Emissions*. It should be noted that the GHG emissions shown in Table 4.9-3 are based on construction equipment operating continuously throughout the work day. In reality, construction equipment operates periodically or cyclically throughout the work day. Therefore, the GHG emissions shown reflect a conservative, worst-case estimate. A complete listing of construction equipment by phase, emission factors, and calculation parameters used in this analysis is included within the emissions calculation worksheets provided in Appendix H of this EIR.

As described above, SCAQMD recommends that construction-related GHG emissions be amortized over a project's 30-year lifetime in order to include these emissions as part of a project's annualized lifetime total emissions. In accordance with SCAQMD methodology, the estimated construction GHG emissions have been amortized over a 30-year lifetime period, and included in the annualized operational GHG emissions in the following section below.

TABLE 4.9-3
ESTIMATED CONSTRUCTION GREENHOUSE GAS EMISSIONS

Year	CO_2e (Metric Tons) [a, b, c]
2022	609
2023	2,088
2024	1,517
2025	686
Total	**4,900**
Amortized Emissions (30 years)	**163**

[a] Totals may not add up exactly due to rounding in the modeling calculations.

[b] CO_2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report: 25 for CH_4 and 298 for N_2O (Intergovernmental Panel on Climate Change, Fourth Assessment Report: The Physical Science Basis, Summary for Policy Makers, (2007))

SOURCE: ESA, 2019.

Operational Emissions

The long-term operational GHG emissions of the Project were estimated using CalEEMod. Maximum annual net GHG emissions resulting from the Project's generation of motor vehicles, area sources, energy consumption (i.e., electricity, natural gas), water conveyance, wastewater/waste conveyance, and stationary sources, plus amortized construction emissions, and minus existing emissions, were calculated for the Project's expected opening (buildout) year of 2025, and are shown in **Table 4.9-4**, *Annual Greenhouse Gas Emissions*.

TABLE 4.9-4
ANNUAL PROJECT GREENHOUSE GAS EMISSIONS

Emissions Sources (Opening Year 2025)	Project CO_2e (Metric Tons per Year) [a,b,c]
Area	2
Electricity	758
Natural Gas	600
On Road Mobile Sources	2,650
Water Conveyance	54
Waste	196
Stationary	26
Construction (Amortized)	163
Total Proposed GHG Emissions	4,449
Existing GHG Emissions (minus)	3,448
Total Project GHG Emissions (net)	**1,000**

NOTES:

[a] Totals may not add up exactly due to rounding in the modeling calculations

[b] Total shown represents the maximum emissions between the 5% greater than 2019 Title 24 and 100% electric scenarios. Quantification of both scenarios are included in Appendix H.

[c] As a conservative estimate of emissions generation, the calculations assume that all residential and non-residential uses assume a minimum 46 percent renewable energy content.

SOURCE: ESA, 2019.

As shown in Table 4.9-4, the estimated annual Project GHG (net) emissions are 1,000 $MTCO_2e$.[56] If the Project opts for 5% increase in efficiency over 2019 Title 24 and all residents and non-residential uses adopt the 100% CPA renewable energy plan, then net Project emissions would be 242 $MTCO_2e$ per year. If only non-residential Project uses adopt the 100% CPA renewable energy plan, then net Project emissions would be 312 $MTCO_2e$ per year. If the Project opts for 100 percent electric (i.e. removing all natural gas) and all residents and non-residential uses adopt the 100% CPA renewable energy plan, then net Project emissions would be approximately 358 $MTCO_2e$ per year less than existing emissions. If only non-residential Project uses adopt the 100% CPA renewable energy plan, then net Project emissions would be 232 $MTCO_2e$ per year less than existing emissions.

Project operational-related GHG emissions would also decline in future years as emissions reductions from the State's Cap-and-Trade program are fully realized. As shown, the Project's greatest source of GHG emissions would result from mobile sources. Reductions in mobile source GHGs would occur over the next decade, and beyond, ensuring that the Project's total GHG emissions would be further reduced. Emissions from mobile sources would decline in future years as older vehicles are replaced with newer vehicles resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards, such as the model year 2017-2025 Pavley Phase II standards.

Project Consistency with City of Santa Monica Goals and Actions

The significance of the Project's GHG emissions has been evaluated based on whether the Project would be consistent with the City's relevant goals and actions that aim to reduce GHG emissions. The Project would implement Project Design Features addressing water conservation, energy conservation, waste reduction and sustainability consistent with the City's Green Building Code, the SCP, the CAAP, and the LUCE.

Project consistency with the SCP is shown in **Table 4.9-5**, *Consistency with Applicable City of Santa Monica Sustainable City Plan GHG Emissions Goals.* An analysis of how the Project supports, and does not conflict with, the goals of the CAAP is provided in **Table 4.9-6**, *Consistency with Applicable City of Santa Monica CAAP Goals.* Project consistency with the LUCE policies is shown in **Table 4.9-7**, *Consistency with Applicable City of Santa Monica LUCE Policies.* Other LUCE policies that address the land use patterns of the City to reduce VMT are addressed in Section 4.12, *Land Use and Planning*, of this EIR. As shown in Tables 4.9-5 through 4.9-7, the Project would generally support and not obstruct implementation of applicable plans, policies or regulations of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, Project impacts related to GHG emissions would be less than significant.

[56] Based on Section 4.14, *Population and Housing,* of this EIR, the Project would have a service population (residents plus employees) of 536. Based on this, the Project would result in 8.3 $MTCO_2e$/SP for Buildout Year 2025. Existing emissions are 12.23 $MTCO_2e$/SP. This is provided for information purposes only.

TABLE 4.9-5
CONSISTENCY WITH APPLICABLE CITY OF SANTA MONICA SUSTAINABLE CITY PLAN GHG EMISSIONS GOALS

Goals and Targets	Analysis of Project Consistency
Sustainable City Plan – Resource Conservation	
Goal 1: Significantly decrease overall community consumption, specifically the consumption of non-local, non-renewable, non-recyclable and non-recycled materials, water, and energy and fuels.	**Consistent:** The Project would be designed and operated to meet the applicable requirements of CALGreen and the City of Santa Monica Green Building Code. The Project would also be assumed to comply with the City's Green Building Ordinance and would include on-site recycling containers to support the City's recycling goal. In addition, the Project would comply with Section 8.108.010 Subpart C of the SMMC, which requires that demolition and/or construction projects over 1,000 sf divert at least 70 percent of construction and demolition material from landfills.
Sustainable City Plan – Environment and Public Health	
Goal 1: Protect and enhance environmental health and public health by minimizing and where possible eliminating the levels of pollutants entering the air, soil and water.	**Consistent:** The Project would incorporate numerous measures, actions, and design features to reduce air pollutant emissions, including a suite of green building measures (see PDF AQ-2), construction measures (see PDF AQ-1), VOC reduction (PDF AQ-3), and additional actions to reduce emissions from construction and operational activities, vehicle idling, fuel use, and other activities.
Sustainable City Plan – Transportation	
Goal 1: Create a multi-modal transportation system that minimizes and, where possible, eliminates pollution and motor vehicle congestion while ensuring safe mobility and access for all without compromising our ability to protect public health and safety	**Consistent.** The Project represents infill development within the Downtown Community Plan area, an area of the City with a high level of public transit and pedestrian and bicycle activity. The Project's characteristics would reduce trips and VMT due to its infill location, convenient access to public transportation, close proximity to multiple other destinations including job centers and retail uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, the Project would implement an enhanced TDM program that would reduce peak hour trips as further discussed in Section 4.17, Transportation, of this EIR. The Project would include long-term and short-term bicycle parking spaces in accordance with the City's requirements. These features would reduce work trips and encourage employees and residents to use alternative modes of transportation including public transportation, walking, and bicycling.

SOURCE: ESA, 2019

TABLE 4.9-6
CONSISTENCY WITH APPLICABLE CITY OF SANTA MONICA CAAP GOALS

Goals and Targets	Analysis of Project Consistency
Zero Net Carbon Buildings	
ZNC1: Implement a Community Choice Energy (CCE) Program Implement CCE in Santa Monica, offering the highest amount of cost-competitive renewable energy. Develop programs to incentivize new local renewable-energy projects. Adopt rates to achieve 100% renewable energy by 2025.	**Consistent:** While this action is not implemented at the Project level, the Project would be consistent with this action, as commercial and residential components would be automatically enrolled in the 100% CPA renewable energy plan unless they opt for lower renewable percentage or opt out completely.
ZNC5: Adopt a Carbon Reduction Ordinance for Existing Buildings Adopt a Carbon Reduction Ordinance to require energy benchmarking and carbon performance of existing buildings over 20,000 sq ft, including multifamily buildings. Require a reduction of fossil fuel use of covered buildings by 15% in five years and elimination of fossil fuel use by 2050.	**Consistent:** While this action is not implemented at the Project level, the Project would conform to the City's Zero-Net Energy Code. The Code requires new buildings to be All-Electric Building designed to code established by the 2019 CEC or Mixed-Fuel Building designed to be 5 percent more efficient than the code established by the 2019 CEC. Additionally, the Project would install a solar photovoltaic system with a rating of 2 watts per square foot of the building footprint, which contributes to reducing project carbon emissions.
ZNC8: Adopt Carbon Neutral Construction Codes Require New Construction for commercial, mixed-use and multi-family properties to achieve zero net carbon onsite or pay in-lieu carbon impact fee to offset fossil fuel use. Require electric-ready construction for future electrification of appliances and buildings systems. Ensure that affordable housing developers have additional financing or compliance alternatives available.	**Consistent:** The Project would conform to the City's Zero-Net Energy Code. The Code requires new buildings to be All-Electric Building designed to code established by the 2019 CEC or Mixed-Fuel Building designed to be 5 percent more efficient than the code established by the 2019 CEC. Additionally, the Project would install a solar photovoltaic system with a rating of 2 watts per square foot of the building footprint.
ZNC11: Create Equitable Access to Clean Energy Programs Partner with utilities and the Clean Power Alliance to provide free home-energy audits and upgrade incentives for low-income households and affordable housing developers and property owners.	**Consistent:** The Project would be consistent with this action, as commercial and residential components would be automatically enrolled in the 100% CPA renewable energy plan unless they opt for lower renewable percentage or opt out completely.
Zero Waste	
ZW1: Implement Citywide Organics Recycling Require waste diversion stations (trash, recycling, composting) in all businesses. Develop outreach and enforcement programs to ensure commercial and residential organics recycling citywide.	**Consistent:** The Project would be consistent with this action, as the Project would include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, landscaping debris (trimmings), and organic waste, consistent with the City of Santa Monica Zero Waste Strategic Plan.
ZW5: Increase Construction and Demolition Debris Diversion Requirements Explore fees and fines to create more incentives for recycling, composting and salvage, while discouraging landfill waste. Provide educational resources to promote responsible demolition and deconstruction.	**Consistent:** The Project would implement a construction waste management plan (WMP) to divert a minimum of 70 percent of all mixed construction and demolition (C&D) debris to City certified construction and demolition waste processors, consistent with the City of Santa Monica Municipal Code Article 8, Chapter 8.108.

Goals and Targets	Analysis of Project Consistency
Sustainable Mobility	
SM6: Complete Streets Network Increase the extent and quality of the complete street network and greenways to ensure residents and visitors alike have safe, convenient, and affordable transportation options. Create designated bike lanes that are protected to provide greater safety and assurance for all riders. Emphasize the movement of people with greater space dedicated to space efficient and low emission modes of transportation. Lower speed limits to improve safety. Expand publicly owned spaces and work with property owners to facilitate public access.	Consistent. While this action is not implemented at the Project level, the Project would provide 304 bicycle parking for all users and employee lockers and shower facilities in accordance with the City's requirements, which would support the use of alternate modes of transportation. In addition, the Project would provide a mid-block pedestrian linkage between Ocean Avenue and 2nd Street with the removal of the perimeter wall, thus breaking up the super-block that currently exists. These features would reduce vehicle trips and encourage employees, patrons, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
SM8: Prioritize Transit-Oriented Affordable Housing Increase the housing-to-jobs ratio by prioritizing the expansion and investment in affordable housing located near dense transit hubs with limited parking, through local zoning and incentives..	**Consistent.** The Project is infill development within the Downtown District. The Project would locate up to 48 affordable housing units on the Second Street Parcel within close proximity to public transit and a diverse mix of uses, including retail, service, office, and entertainment uses. In addition, the Project would implement an enhanced TDM program as further discussed in Section 4.17, Transportation, of this EIR. The Project would include long-term and short-term bicycle parking spaces in accordance with the City's requirements. These features would reduce work trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
SM12: Increase Charging Infrastructure for Electric Vehicles and Electric Mobility Devices Expand network of off- and on-street public charging stations to 1,000 ports by 2025. Provide charging stations that will accommodate a wide range of vehicle types including bicycles, scooters and other mobility devices. Provide outreach and additional incentives for renters, lower-income individuals and non-profit property owners. Implement emerging best practices in EV technology, including mobile charging, wireless charging, energy storage, and web/smartphone applications.	**Consistent.** The Project would provide EV charging stations in the subterranean garages in accordance with City requirements. EV charging stations, low emission vehicle spaces, and carpool spaces for hotel employees will be provided in the Hotel parking structure. On the Hotel Parcel, 17 electrical charging stations would be provided, which would exceed the City's requirement per SMMC 9.28.160 of nine spaces although the final number of spaces would be determined through the Development Agreement.

SOURCE: ESA, 2020

TABLE 4.9-7
CONSISTENCY WITH APPLICABLE CITY OF SANTA MONICA LUCE POLICIES

Policies	Analysis of Project Consistency
Land Use and Circulation Element – Land Use Policies	
LU2.5 Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management programs that support accessibility by transit, bicycle and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.	**Consistent.** The Project represents infill development within the Downtown Community Plan area, an area of the City with a high level of transit opportunities as well as pedestrian and bicycle activity. The Project's characteristics would reduce trips and employee VMT due to its infill location, access to public transportation, close proximity to multiple other destinations including job centers and retail, service, and entertainment uses. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. The Project would encourage alternative modes of transportation by installing long-term and short-term bicycle parking spaces. In addition, the Project would enhance the existing TDM strategies that are in place for the hotel in order to further reduce peak hour trips as further discussed in Section 4.17, Transportation, of this EIR.
LU8.1 Transportation Demand Management. Require participation in TDM programs for projects above the base to encourage walking, biking, and transit, and to reduce vehicle trips. Engage existing development in TDM Districts and programs to encourage reduction of existing vehicle trips.	**Consistent.** The Miramar Hotel has an existing TDM program in place. With the redevelopment of the hotel, the Project would enhance the existing TDM strategies in order to further reduce peak hour trips as further discussed in Section 4.17, Transportation, of this EIR**.**
LU12.4 Sustainability. Recognize adaptive reuse as a sustainable policy, and encourage sustainable technologies, such as solar panel installation and energy retrofitting, that respect character-defining features.	**Consistent.** The Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. Additionally, the Palisades building would be retrofitted to increase energy efficiencies. All buildings would conform to the City's Green Building Code and Energy Code as well as the City's Water Neutrality Ordinance and Runoff Conservation and Sustainable Management Ordinance requirements. Some key sustainability features that would be incorporated into the Project include photovoltaic panels LED lighting in hotel and residences; electric vehicle charging stations; no use of cooling towers to minimize water usage; harvesting of storm-water for landscape irrigation; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet fixtures in hotel and residences; green roofs to reduce cooling load and capture storm-water runoff; secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees; low-water drought tolerant landscape plant palette; and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations. In addition, during construction the Project would implement a construction waste management plan to divert 70% of all mixed construction and demolition debris to a City certified construction and demolition waste processors, consistent with the City of SMMC Article 8, Chapter 8.108.
Land Use and Circulation Element – Circulation	
T18.1 Strive toward carbon neutrality by encouraging reduced Vehicle Miles Traveled (VMT) per capita.	**Consistent.** As indicated above, the Project is infill development within the Downtown Community Plan area. The Project's characteristics would reduce trips and VMT due to its infill location within the Downtown that has access to public transportation and is within close proximity to multiple other destinations. The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core. In addition, the Project would implement an enhanced TDM program in order to further reduce peak hour trips as further discussed in Section 4.17,

Policies	Analysis of Project Consistency
	Transportation, of this EIR. The Project would include long-term and short-term bicycle parking spaces in accordance with City's requirements. These features would reduce work trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
T18.2 Develop programs and strategies to meet CO2 or VMT reduction standards established by regional, state or federal agencies.	**Consistent.** As discussed above, in T18.1 and LU12.4, the Project's characteristics would reduce trips and VMT due to a variety of actions.
Land Use and Circulation Element – Sustainability and Climate Change	
S2.1 Implement the VMT reduction policies of the Land Use and Circulation Element of the General Plan including, but not limited to: focusing new growth in mixed-use, transit-oriented districts; focusing new growth long existing corridors and nodes; supporting the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and, promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the City.	**Consistent.** As indicated above, the Project is infill development within the Downtown Community Plan area. The Project would locate up to 108 residential units (60 on the Hotel Parcel and up to 48 affordable housing units on the Second Street Parcel) as well as visitors to the City within close proximity to public transit and a diverse mix of uses, including retail, service, office, and entertainment uses. In addition, the Project would implement an enhanced TDM program as further discussed in Section 4.17, Transportation, of this EIR. Thus, the Project would contribute to the City's VMT reduction policies in the LUCE. The Project would include long-term and short-term bicycle parking spaces in accordance with the City's requirements. These features would reduce work trips and encourage employees, visitors, and residents to use alternative modes of transportation including public transportation, walking, and bicycling.
S3.2 Consider a requirement for all new residential buildings to use net zero energy by 2020 and all new commercial buildings by 2030.	**Consistent:** The Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation as discussed in LU12.4 above. Development on the Second Street Parcel would comply with applicable energy requirements including the City's Energy Code, which requires net zero energy. Compliance with enhanced LEED certification would minimize emissions from residential and commercial land uses within current technical feasibilities.
S5.1 Continue to maintain a building code and prescriptive compliance options that meet or exceed state requirements for energy, water and other sustainability standards. Specifically, pursue California Energy Commission goals to achieve "zero net" energy buildings by 2020 for low-rise residential buildings and 2030 for commercial buildings and achieve a LEED-equivalent local building code by 2020.	**Consistent:** The Project would attain a minimum of LEED-certified V3 Gold designation on the Hotel Parcel as detailed in LU12.4 above. Development would comply with applicable energy requirements including the City's Energy Code, which requires all new hotels to either be: • All-Electric Building designed to code established by the 2019 California Energy Code (CEC) or • Mixed-Fuel Building designed to be 5 percent more efficient than the code established by the 2019 CEC.
S5.6 Encourage cool roofs or green roofs on new buildings.	**Consistent:** The Project design would incorporate solar panels on the buildings on the Hotel Parcel and Second Street Parcel to reduce cooling load. The amount of solar power to be provided would meet the City's solar energy requirements.
S5.8 Encourage installation of electrical outlets in loading zones and on the exterior of new buildings to reduce emissions from gas-powered landscape maintenance and operating refrigeration for delivery trucks.	**Consistent.** It is anticipated that the Project would include electrical outlets for electrical landscaping equipment

SOURCE: ESA, 2019

Consistency with Statewide and Regional Mandates, Plans, Policies and Regulations

The primary focus of many of the statewide and regional mandates, plans, policies and regulations is to address worldwide climate change. Global GHG emissions, in their aggregate, contribute to climate change, not any single source of GHG emissions alone.

The significance of the Project's GHG emissions is also evaluated based on whether the Project is consistent with the relevant statewide and regional mandates, plans, policies and regulations to reduce GHG emissions including AB 32 and SB 32 (HSC Division 25.5), the SCAG 2016 RTP/SCS, and other statewide regulations and programs.

Because the Project incorporates physical and operational Project Design Features that would promote a reduction in GHG emissions, the Project would not cumulatively contribute to significant climate change effects and would not conflict with the GHG reduction goals of HSC Division 25.5 and associated GHG reduction plans such as SCAG's 2016 RTP/SCS.

The Project's estimated VMT would be lower than the regional average and consistent with regional plans to reduce transportation-related GHG emissions as part of the overall statewide strategy under AB 32 and SB 32 (HSC Division 25.5). Mobile source (transportation-related) GHG emissions are the largest sector of emissions from the Project (61 percent of total GHG emissions). This finding is consistent with the findings in many regional plans, such as the SCAG 2016 RTP/SCS, which recognizes that the transportation sector is the largest contributor to the State's GHG emissions. The purpose of the SCAG 2016 RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG's Program EIR for the 2016 RTP/SCS, released in December 2015, states that "[e]ach [Metropolitan Planning Organization] is required to prepare an SCS in conjunction to [sic] with the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to [Senate Bill] 375".[57] SCAG's 2016 RTP/SCS plans for regional population growth using smart land use strategies. As part of the 2016 RTP/SCS, "transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand".[58] Moreover, the 2016 RTP/SCS states that while "[p]opulation and job growth would induce land use change (development projects) and increase VMT, and would result in direct and indirect GHG emissions," the 2016 RTP/SCS "supports sustainable growth through a more compact, infill, and walkable development pattern".[59]

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57 SCAG, 2015a. Southern California Association of Governments, Draft Program Environmental Impact Report – 2016 Regional Transportation Plan/Sustainable Communities Strategy, (2015) 3.8-37.

58 SCAG, 2015b. Southern California Association of Governments, Draft Program Environmental Impact Report – 2016 Regional Transportation Plan/Sustainable Communities Strategy, (2015) 3.8-35

59 SCAG, 2015c. Southern California Association of Governments, Draft Program Environmental Impact Report – 2016 Regional Transportation Plan/Sustainable Communities Strategy, (2015) 3.8-36.

The Project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved "mobility and access by placing destinations closer together and decreasing the time and cost of traveling between them".[60] According to SCAG, incorporating "smart land use strategies encourages walking, biking, and transit use, and therefore reduces vehicular demand" and associated pollutants.[61] Additionally, the SCAG 2016 RTP/SCS seeks better "placemaking," defined as "the process of developing options for locations where [people] can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car" (SCAG, 2012c).[62] Consistent with SCAG's 2016 RTP/SCS alignment of transportation, land use, and housing strategies, the Project would be located in a Transit Priority Area and would encourage walking, biking, and transit uses, and would promote better place making. As discussed previously, the Project Site is within close proximity to jobs, housing, shopping and restaurant uses, and to existing public transit stops and a transit station. The Project would locate a hotel with associated amenities, commercial floor area, and new residential uses within close proximity to a diverse mix of uses. The density of housing, restaurants, shopping, and recreation amenities in the Project vicinity, combined with the plentiful bike lanes, pedestrian paths and public transportation options, supports the RTP/SCS urban land use patterns that would promote transportation efficiency. The Project would therefore be consistent with the SCAG 2016 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. As such, the Project would be consistent with regional plans to reduce VMT and associated GHG emissions.

Table 4.9-8, *Consistency with Applicable State Greenhouse Gas Reduction Strategies*, contains a list of statewide GHG-reducing strategies potentially applicable to the Project. The analysis describes the consistency of the Project with these strategies that support the State's strategies in the 2017 Climate Change Scoping Plan to reduce GHG emissions. The 2017 Climate Change Scoping Plan relies on a broad array of GHG reduction strategies, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms, such as the Cap-and-Trade program. These potential strategies include increasing the fuel economy of vehicles and the number of zero-emission or hybrid vehicles, reducing the rate of growth in VMT, supporting high speed rail and other alternative transportation options, and use of high efficiency appliances, water heaters, and HVAC systems.[63] The Project would benefit from statewide and City efforts towards increasing the portion of electricity provided from renewable resources. The Project would also benefit from statewide efforts towards increasing the fuel economy standards of vehicles. The Project would utilize energy efficiency appliances and equipment, as well as encourage the use of public transportation through its TDM program and the use of electric-powered vehicles by providing EV vehicle spaces. Consistent with the City's Energy Code, the Project would be designed to be either: All-Electric Building designed to code

[60] SCAG, 2012a. Southern California Association of Governments, 2012 RTP/SCS, (2012) 113.
[61] SCAG, 2012b. Southern California Association of Governments, 2012RTP/SCS, (2012) 39.
[62] SCAG, 2012c. Southern California Association of Governments, 2012RTP/SCS, (2012) 112.
[63] Energy + Environmental Economics, Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios, April 6, 2015. Available: https://www.arb.ca.gov/html/fact_sheets/e3_2030scenarios.pdf.

established by the 2019 CEC or Mixed-Fuel Building designed to be 5 percent more efficient than the code established by the 2019 CEC. While CARB is in the process of developing a framework for the 2030 reduction target in the Scoping Plan, the Project would support or not impede implementation of these potential reduction strategies identified by CARB.

TABLE 4.9-8
CONSISTENCY WITH APPLICABLE STATE GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category / Description	Consistency Analysis
Energy		
California Renewables Portfolio Standard and SB 350 and SB 100	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. SB 100 accelerates the RPS Program goals as follows: (1) 50 percent renewable resources target by December 31, 2026; and (2) 60 percent renewable resources target by December 31, 2030. SB 100 also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.	**Consistent.** While this measure does not directly apply to the Project, the Project would be consistent with and would not conflict with this strategy because SCE is required to meet the State's Renewable Portfolio Standard, including SB 100. SCE would also be required to meet the 60 percent renewable target in 2030. Furthermore, the Project could receive up to 100 percent of its electricity from renewable energy sources under the City's agreement with the Clean Power Alliance and SCE. Additionally, the Project would include the installation of photovoltaic panels as required by the City's Santa Monica Municipal Code Chapter 8.106 - Green Building Standards Code.
CCR, Title 24	Energy Efficiency Standards for Residential and Nonresidential Buildings	**Consistent.** The Project comply with the most recent City of Santa Monica Energy Code requirements at the time of building permit issuance and the City of Santa Monica Green Building Code by incorporating solar swimming pool heating, photovoltaic panels, green roofs, high-performance building envelopes, energy-efficient HVAC and lighting systems, thereby reducing energy use, air pollutant emissions, and GHG emissions. The City's Energy Code makes local amendments to Title 24 Building Energy Efficiency Standards.
California Green Building Standards Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	**Consistent.** The Project would utilize energy efficiency appliances and equipment and would meet or exceed the energy standards in ASHRAE 90.1-2010, Appendix G and the City's Energy Code.
	HVAC Systems will be designed to meet ASHRAE standards.	**Consistent.** The Project would utilize energy efficiency appliances and equipment and would meet or exceed the energy standards in ASHRAE 90.1-2010, Appendix G and the City's Energy Code.
	Energy commissioning shall be performed for buildings larger than 10,000 square feet.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's Santa Monica Municipal Code, Chapter 8.36 Energy Code.
	Air filtration systems are required to meet a minimum of MERV 8 or higher.	**Consistent.** The Project would meet or exceed this requirement as part of its compliance with the City's requirements, and the CALGreen Code.
	Refrigerants used in newly installed HVAC systems shall not contain any CFCs.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.

Sector/Source	Category / Description	Consistency Analysis
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code by exceeding the City's requirement of 263 long-term and 41 short-term spaces, with the final number determined through the Development Agreement.
	Stormwater Pollution Prevention Plan (SWPPP) required.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's Runoff Conservation and Sustainable Management Ordinance and the CALGreen Code.
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code. As indicated in PDF AQ-2, the Project would reduce indoor potable water use by a minimum of 4~~0~~30 percent and outdoor potable water use by a minimum of 50%. Additionally the Project would implement 100% non-potable irrigation for landscaping.
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Wastewater usage shall be reduced by 20 percent compared to current California Building Standards.	**Consistent.** The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires a minimum of 50 percent recycle or reuse of nonhazardous construction and demolition debris.	**Consistent.** The Project would exceed this requirement as part of its compliance with the Santa Monica Municipal Code: Chapter 8.108 Green Building, Landscape Design, Resource Conservation and Construction and Demolition Waste Management Standards. As indicated in PDF AQ-2 the Project would be consistent with the City of Santa Monica Zero Waste Strategic Plan effectively achieving a diversion rate of 95 percent by 2030.
	Requires documentation of types of waste recycled, diverted or reused.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires use of low VOC coatings consistent with AQMD Rule 1168.	**Consistent.** The Project would be consistent with this regulation and would meet or exceed the low VOC coating requirements. Construction related architectural coating use is limited to 125 g/L or less as detailed in PDF AQ-1.
	100 percent of vegetation, rocks, soils from land clearing associated with new non-residential developments shall be reused or recycled. Phased projects can stockpile on-site	**Consistent.** Development on the Hotel Parcel would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels).	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	While this action does not apply to individual projects, the Project would be consistent and would not conflict with this strategy by supporting the use of zero-emission and low-emission vehicles through the on-site provision of EV parking spaces. Furthermore, the Project would reduce VMT as a result of its urban infill location, with access to public transportation within a quarter-mile of the Project Site and the Project would provide electric vehicle charging stations.

Sector/Source	Category / Description	Consistency Analysis
AB 1493 (Pavley Regulations)	Reduces greenhouse gas emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model year 2017-2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	**Consistent.** The Project would be consistent with this regulation and would not conflict with implementation of the vehicle emissions standards.
Low Carbon Fuel Standard (Executive Order S-01-07	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels.	**Consistent.** The Project would be consistent with this regulation and would not conflict with implementation of the transportation fuel standards.
Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	**Consistent.** While this action does not apply to individual projects, all vehicles used by Project residents, employees, and visitors would not impact or conflict with implementation of the Advanced Clean Cars Program.
SB 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	**Consistent.** While this measure does not directly apply to the Project, the Project would be consistent with and would not conflict with this strategy because the Project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement infill development and reduce regional VMT. The Project Site is located within a quarter mile of public transportation.
Water		
CCR, Title 24	Title 24 includes water efficiency requirements for new residential and non-residential uses.	**Consistent.** See discussion under California Green Building Standards Code Requirements above.
Senate Bill X7-7	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal.	**Consistent.** See discussion under California Green Building Standards Code Requirements above.
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandated that state agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50 percent of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a statewide goal for 75 percent disposal reduction by the year 2020.	**Consistent:** While this action does not apply to individual projects, the Project would be served by a solid waste collection and recycling service, approved or licensed to collect solid waste in the City, that may include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with and would not conflict with Citywide recycling targets. The Project would incorporate sustainability waste diversion measures and performance standards to increase recycling and minimize waste disposal, consistent with the City of Santa Monica Zero Waste Strategic Plan. These include implementing a construction waste management plan to divert 70 percent of all mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the City of Santa Monica Municipal Code Article 8, Chapter 8.108. During operation, the Project would provide easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as

Sector/Source	Category / Description	Consistency Analysis
		paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings). Provision of on-site recycling containers and waste reduction programs would support the City's measure to divert waste from landfills.
Climate Action Team	Reduce diesel-fueled commercial motor vehicle idling.	**Consistent.** The Project would comply with the CARB Air Toxics Control Measure to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time.
	Achieve California's 50 percent waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.	**Consistent.** See discussion under California Integrated Waste Management Act above.
	Plant five million trees in urban areas by 2020 to effect climate change emission reductions.	**Consistent.** The Project would provide appropriate landscaping on the Project Site including vegetation and trees as required by City regulations.
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	**Consistent.** The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new standards are currently in development.	**Consistent.** The Project would utilize energy efficiency appliances and equipment and would meet or exceed the energy standards in ASHRAE 90.1-2010, Appendix G and the Title 24 Building Energy Efficiency Standards.
	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/ commercial development along transit corridors, and implementing intelligent transportation systems.	**Consistent.** See discussion under Mobile Sources above.
	Reduce energy use in private buildings.	**Consistent.** See discussion under CCR, Title 24 above.

SOURCE: ESA, 2019.

Consistency with Executive Orders B-30-15, B-55-18 and S-3-05

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (HSC Division 25.5). SB 32 codified the 2030 reduction target. Executive Order B-55-18 would further support reduction of GHG emissions with an ambitious statewide goal of reaching carbon neutrality no later than 2045.

According to the 2017 Scoping Plan, California is on track to meet its 2050 GHG reduction target as specified in S-3-05. The State's existing and proposed regulatory framework identified in the 2017 Scoping Plan can allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and puts the State on a trajectory to meet the target of reducing GHG emissions 80 percent below 1990 levels by 2050. According to the 2017 Scoping Plan, reductions needed to achieve the 2030 target are expected to be achieved by targeting specific emission

sectors, including those sectors that are not directly controlled or influenced by the Project, but nonetheless contribute to Project-related GHG emissions. For instance, Project-related emissions would decline pursuant to the regulation as utility providers and transportation fuel producers are subject to renewable energy standards, Cap-and-Trade, and the LCFS.

The 2017 Scoping Plan also calls for the doubling of the energy efficiency savings, including demand-response flexibility for 10 percent of residential and commercial electric space heating, water heating, air conditioning and refrigeration. The strategy is in the process of being designed specifically to accommodate existing residential and commercial uses under the CEC's Existing Building Energy Efficiency Action Plan.[64] This strategy requires the CEC in collaboration with the CPUC, to establish the framework for the energy savings target, outlining the necessary actions that will need to occur in future years, including workforce education and training institutions engaging with the building industry, mapping industry priorities for efficiency to major occupations that will provide services, identifying workforce competency gaps, and quantifying the work needed to build a workforce to implement high-quality efficiency projects at scale.[65]

Even though these studies do not provide an exact regulatory and technological roadmap to achieve 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the study could allow the State to meet the 2050 targets.[66,67] For example, the 2017 Scoping Plan states some policies are not feasible at this time, such as Net Zero Carbon Buildings; however, this type of policy would be necessary to meet the 2050 target.

With statewide efforts underway to facilitate the State's achievement of those goals, it is reasonable to expect the Project's emissions level to decline as the regulatory initiatives identified by CARB in the 2017 Scoping Plan are implemented, and other technological innovations occur. The Project's emissions at buildout (2025) likely represent the maximum emissions for the Project as anticipated regulatory developments and technology advances are expected to reduce emissions associated with the Project, such as emissions related to electricity use and vehicle use.

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64 CEC, 2016. California Energy Commission, 2016 Existing Building Energy Efficiency Plan Update, December 2016. http://docketpublic.energy.ca.gov/PublicDocuments/16-EBP-01/TN214801_20161214T155117_Existing_Building_Energy_Efficency_Plan_Update_Deceber_2016_Thi.pdf.

65 CEC, 2016. California Energy Commission, 2016 Existing Building Energy Efficiency Plan Update, December 2016. http://docketpublic.energy.ca.gov/PublicDocuments/16-EBP-01/TN214801_20161214T155117_Existing_Building_Energy_Efficency_Plan_Update_Deceber_2016_Thi.pdf.

66 The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80% below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.

67 Energy + Environmental Economics, Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios, April 6, 2015. Available: https://www.arb.ca.gov/html/fact_sheets/e3_2030scenarios.pdf.

Given that the Project is consistent with the Scoping Plan, the RTP/SCS and the City's relevant plans and policies, and given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project would be consistent with the Executive Order goals for 2030, 2045, and 2050. Therefore, the Project would be consistent with California's long-term GHG reduction goals, including Executive Orders B-30-15, B-55-18, and S-3-05.

For the reasons described above, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the establishment of the 2030 and 2050 targets.

In summary, the Project is consistent with applicable State, regional and City goals, plans, policies, and regulations for reducing GHG emissions. In addition, as discussed, the Project would minimize the GHG emissions relative to the existing Project Site conditions by implementing Project Design Features PDF-AQ-1 and PDF-AQ-2, to reduce energy use and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's Green Building Code, the SCP, and the Climate Action and Adaptation Plan. Therefore, impacts would be less than significant.

4.9.4.5 Cumulative Impacts

Analysis of GHG emissions is cumulative in nature because impacts are caused by cumulative global emissions and; additionally, climate change impacts related to GHG emissions do not necessarily occur in the same area as the project is located. Given that the Project would generate GHG emissions consistent with applicable reduction plans and policies, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

4.9.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding GHG emissions from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.9.6 Level of Significance After Mitigation

With adherence to applicable regulations and implementation of the PDFs, the Project would result in less than significant GHG emissions impacts.

4.10 Hazards and Hazardous Materials

4.10.1 Introduction

This section analyzes the Project's potential impacts from hazards and hazardous materials. Hazardous materials are generally substances which, by their nature and reactivity, have the potential to harm public health or the environment during normal exposure or an accidental release, and are characterized as being toxic, corrosive, flammable, reactive, an irritant or strong sensitizer. As a result of these conditions, hazardous materials require special handling and disposal. Hazardous materials are listed and regulated by numerous federal and state agencies, including the US Environmental Protection Agency (USEPA), the US Department of Transportation (USDOT), Occupational Safety and Health Administration (OSHA), California Environmental Protection Agency (Cal EPA), California Department of Toxic Substance Control (DTSC), and the California Division of Occupational Safety and Health Administration (Cal OSHA), among others.

Information in this section is based in part on the *Phase 1 Environmental Site Assessment* (Phase I ESA) prepared by Partner Engineering and Science, Inc., included as Appendix I of this EIR.[1] he Phase I ESA was performed in accordance with the American Society of Testing and Materials (ASTM) standards. The Phase I ESA identifies various categories of potentially hazards, including recognized environmental conditions (RECs), controlled recognized environmental conditions (CREC), historical recognized environmental conditions (HRECs), and environmental issues. RECs are defined by ASTM as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with the hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The term environmental issue refers to environmental concerns that do not qualify as RECs but warrant discussion.

[1] Partner Engineering and Science, Inc, Phase 1 Environmental Site Assessment, which was initially prepared April 1, 2016 and subsequently updated April 22, 2016 and December 11, 2018.

4.10.2 Environmental Setting

4.10.2.1 Existing Conditions and Background

Project Site

As further described in Chapter 2, Project Description, of this EIR, the Project Site encompasses approximately 4.7 acres on two parcels owned and utilized by the Fairmont Miramar Hotel, the 4.4-acre Hotel Parcel and the 0.3-acre Second Street Parcel.

Hotel Parcel

Background

Historically, the Hotel Parcel was originally developed as the private, Victorian-style mansion of one of Santa Monica's founders, John P. Jones built in 1888. In 1924, another owner demolished the Victorian-style mansion and constructed the existing Palisades Building. In 1938, eight one-story bungalows were constructed along the periphery of the Hotel Parcel fronting California Avenue. The existing Administration Building was constructed shortly thereafter, with initial construction occurring in 1939, and renovations completed in 1946, 1959, 1961, and 1992. Two additional one-story bungalows were constructed in 1946 adjacent to the southwest side of the Palisades Building, and the existing bungalows were connected into two continuous buildings. The existing ten-story Ocean Tower was commissioned in 1959. In 1967, the lobby area was remodeled into a coffee shop and a new porch with concrete stairs was added. Since then, the interiors of the existing Ocean Tower have been remodeled several times and the exteriors have also been updated. An elevator tower was added between the existing Palisades Building and existing Administration Building in 1989. Also in 1989, the elevator tower for the existing Ocean Tower was renovated to its current height of 12 stories (135 feet). In 1991, the northern bungalows were remodeled with second story additions. Major renovations were also completed between 1999 and 2004, including an asbestos abatement project in 2009/2010. The Applicant purchased the existing Fairmont Miramar Hotel in September 2006.

Existing Site Uses

In general, current development on the Hotel Parcel consists of approximately 262,000 square feet of hotel-related uses, with guest amenity spaces such as a restaurant, lobby lounge, retail shops, spa and exercise facilities, a swimming pool, meeting spaces and a lounge bar. The Hotel Parcel also includes concrete and asphalt parking lots, service/drive lanes, loading docks, and landscaped areas with pedestrian walkways, landscaping, a koi pond, and other water features. The mechanical rooms with boilers and chillers are located in the basements of the Palisades and Administration Buildings. The Palisades Building includes an additional maintenance area that consists of a small repair and machine shop where hotel supplies were also stored. A central chilled water system and heating plant is located in the basement of the Ocean Tower, and provides cooling and heating to the Ocean Tower and Palisades Building, as well as to the bungalows. A boiler room in the basement of the Administration Building provides hot water to the facility. An outdoor swimming pool is located in a central courtyard. Fan coil air handling units in the bungalows were replaced in 1992 and HVAC upgrades to the Palisades Building were

conducted in 2006. A 1,000-gallon diesel underground storage tank ("UST") and associated piping are located near the center of the Project Site. The UST is used to fuel two on-site emergency generators, one located at the Palisades Building elevator mechanical area and one at the Ocean Tower penthouse.

Second Street Parcel

Background

Historically, the Second Street Parcel contained an automobile service garage from as early as 1928, and remaining until at least 1954. The garage operated under the names of JJ Murphy Garage, AF Kubisch Garage, Miramar Garage, JC Banning Garage, and Miramar Garage. The Second Street Parcel was then utilized by the Yellow Cab Company, Tanner Livery Service/Motor Tours, Avis Rent A Car, and Checker Red Cab Service as late as 1970. Between around 1971 and 1986, the Second Street Parcel was used as rental facility for Budget Rent-A-Car. As indicated in the Fire Insurance Maps, in 1986, the Second Street Parcel was converted to its current condition as a surface parking lot.

Existing Use

The Second Street Parcel is approximately 0.3-acre in size. It is currently paved and used as a surface parking lot by the hotel

Groundwater Conditions

As discussed in detail in Section 4.8, Geology and Soils, of this EIR, based on the review of available files and geotechnical investigations for surrounding developments and on-site observations, groundwater below the Project Site is expected at depths of greater than 74 feet bgs and the historic high groundwater level for the Project Site has been estimated at approximately 40 feet bgs.[2]

Hazardous Materials

The Phase I ESA includes a review of environmental databases and a reconnaissance of the Project Site and surrounding area. The database review was conducted in accordance with ASTM standards for the approximate minimum search distance for each database. In addition to the review of environmental databases, the Phase I ESA includes a search of Santa Monica Fire Department (SMFD) and City of Santa Monica Building Department records for the Project Site in March 2016. The Hotel Parcel was identified as having a recognized environmental condition[3] associated with the UST in the Phase I ESA. In addition to the Project Site, former gas stations were identified in the immediate vicinity of the Project Site. However, due to the facility types, lack of reported violations, time since operation, general distance, and/or hydraulic relationship to

[2] Based on groundwater data provided in the Seismic Hazard Zone Reports of Beverly Hills and Topanga 7 ½ minute Quadrangles. Preliminary Geotechnical Evaluation, Geotechnologies, Inc. January 2019, page 11.

[3] As defined by ASTM E 1527-05, the term "recognized environmental condition" means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into the structures on the property or into the ground, groundwater, or surface water of the property.

the Project Site, these facilities were not considered to be recognized environmental conditions in the Phase I ESA. The conditions and database results for the Project Site as they relate to hazardous materials are discussed below. For a discussion of former and current facilities in the Project vicinity, please refer to the Phase I ESA, included as Appendix I of this EIR.

Hotel Parcel

With regard to database listings, the Hotel Parcel is listed on the Cal EPA Hazardous Waste Information System ("HAZNET"), EPA's Facility Index Notification System ("FINDS"), EPA's Enforcement and Compliance History Information ("ECHO") and California Air Resources Board ("CARB") Emissions Inventory Database ("EMI") databases for the presence of an on-site UST, the disposal of hazardous substances, and a permit to operate a natural gas fueled boiler.

Additionally, the Hotel Parcel was identified in EDR's database as a historic cleaner in 1954. However, there was no additional information that indicated the operation of a dry cleaning facility. The information for the HAZNET database is acquired by the state from copies of hazardous waste manifests received by the California Department of Toxic Substances Control ("DTSC"), and indicates that hazardous materials were removed from the Hotel Parcel and disposed of properly.

The Hotel Parcel was also listed on the HAZNET database in 1994, 2000, and 2010 for asbestos-containing waste; in 1997 for unspecified solvent mixture; in 1999 for photochemicals/ photoprocessing waste; in 2009 for off-specification, aged or surplus organics, other-organic solids, and unspecified oil-containing waste; in 2011 and 2012 for unspecified organic liquid mixture; in 2012 for unspecified waste; and in 2014 for aqueous solution with total organic residues less than 10 percent. With the exception of the UST, the Phase I ESA concluded that the HAZNET listings no longer represent RECs for the Hotel Parcel because materials at issue were properly removed from the Project Site and are no longer present.

Normal operation of the Hotel includes the routine use of commercially available hazardous materials, such as cleaners and solvents. As such, the site reconnaissance performed as part of the Phase I ESA located small volumes of hazardous materials throughout the site. These materials include paints, motor oil, compressor oil, cooling water treatment, general cleaning supplies, and chlorine, which were found to be properly labeled and stored with no indication of leaks, stains, or spills, with the exception of stained concrete beneath the air compressor in the basement maintenance room. The spill was contained on an elevated concrete pad beneath the compressor and no staining was observed near the floor drains in the room. With the exception of the pool chemicals, secondary containment is not provided. Based on the nature of use and lack of violations on file with the SMFD, these materials are not expected to represent a significant environmental concern.

Evidence of septic tanks or leach fields was not observed or reported to be present on the Hotel Parcel. However, given the age of the original development of the single-family residence on the Hotel Parcel, it is likely that a septic system was previously utilized for that structure. If a septic system associated with the prior use had been located on the Hotel Parcel, it is likely that it would

have been removed during the development of the Hotel. The Phase I ESA does not consider the potential presence of a septic system to be a suspect REC.

Hazardous materials present or likely present on the Hotel Parcel and potentially of concern during Project development are discussed below.

Asbestos-Containing Materials, Polychlorinated Biphenyl, Lead-based Paints, and Molds

Asbestos-containing Materials ("ACMs") are materials that contain asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, a potential for exposure when the ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease. ACMs were commonly used in building construction as insulating materials prior to 1989, when the EPA issued the Asbestos Ban and Phase Out Rule.

According to the Phase I ESA, asbestos has been identified on the Project Site and asbestos remediation has been performed as recently as 2010 in one of the boiler rooms including pipe insulation, tank insulation, and insulation within a crawl space. In addition, potential asbestos material was identified throughout the building interior in the drywall systems, floor tiles, and floor tile mastic; throughout the building basement (pipe insulation); and in the boiler room and maintenance room (tank insulations). In addition, given the age of existing structures, it is reasonable to assume that previously unidentified ACMs are still present in on-site structures.

Prior to 1979, polychlorinated biphenyls (PCBs) were commonly used as coolant and insulating fluids in electrical transformers and electric motors. PCBs were also utilized in capacitors, such as those used in old fluorescent light ballasts. Less commonly, PCBs were utilized in building construction in hydraulic motors for elevators, coatings, sealants (caulking), wood floor finishes, and other water-proofing compounds. PCBs have been demonstrated to cause cancer, as well as a variety of other adverse health effects on the immune system, reproductive system, nervous system, and endocrine system. Due to these health concerns, the sale and new use of PCBs were banned by law in 1979.

The reconnaissance of the Project Site performed for the Phase I ESA identified the presence two transformers in the basement that were not labeled to indicate PCB content. No staining or leakage was observed in the vicinity of the transformers. Therefore, based on the good condition of the transformers, these are not expected to represent a significant environmental concern but may contain PCBs. No other potential PCB-containing equipment (such as interior transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, bailers, etc.) were observed during the site reconnaissance. However, given the presence of the two transformers and limitations of the site survey, it is reasonable to assume that PCBs could be present on the Hotel Parcel.

Lead-based paint (LPB) is paint containing lead. Prior to 1978, lead was added to paint to speed up drying, increase durability, maintain a fresh appearance, and resist moisture that causes corrosion. When disturbed and either inhaled or ingested, LPB can be hazardous, potentially

causing nervous system damage, stunted growth, kidney damage, and delayed development. These effects are pronounced in children. Due to these health concerns, the US Consumer Product Safety Commission banned LPB in September 1977. With regard to LBPs on the Hotel Parcel, the Phase I ESA identified the presence of paints suspected of being LPB based on the age of the buildings. No tests were performed to confirm the presence of lead. Although the hotel rooms, halls, residences, restaurant spaces and other high traffic areas have been renovated since 1978 and are expected to be more recently re-painted, underlying coats of paint, basements, or other little-used areas have the potential to contain LBPs.

Molds are microscopic organisms found virtually everywhere, indoors and outdoors. Mold will grow and multiply under the right conditions, needing only sufficient moisture (e.g., very high humidity, condensation, water from a leaking pipe) and organic material (e.g., ceiling tile, drywall, paper, or natural fiber carpet padding). Mold exposure can irritate your eyes, skin, nose, throat, and lungs. Mold exposure may also cause allergic reactions, such as sneezing, runny nose, red eyes, and skin rash.[4] During the visual assessment conducted for the Phase I ESA, no indications of water damage or mold growth were observed. However, a comprehensive mold survey or inspection was not conducted of all interior areas, including a review of pipe chases, mechanical systems, or areas behind the enclosed walls and ceilings.

Underground Storage Tanks

The environmental database review listed the on-site 1,000–gallon diesel UST as being present. The Santa Monica Fire Department records indicate that a UST was originally installed in 1990 and was substantially modified in 2010 due to a potential release. However, soil investigations were conducted that indicated a leak had not occurred from the tank and no remediation was necessary. The existing UST system is equipped with secondary containment and a leak detection monitoring system; and the UST system is inspected annually. The presence of the UST on the Hotel Parcel is considered a REC due to the potential for a future release to the environment. However, based on the current compliance status, no further investigation is warranted at this time.

Former On-Site Dry Cleaning Operations

The Phase I ESA indicates that the Hotel Parcel was identified in the EDR Radius Map Report under their propriety database, "EDR Historical Cleaners," in 1954. The key site contact was not aware of any current or historic dry cleaning operations on the Hotel Parcel. No other evidence of a dry cleaning facility was found during the review of historical sources, including permits related to the installation or removal of dry cleaning equipment. In addition, the historic City Directory for 1133 Ocean Avenue in 1954 did not indicate that the Hotel Miramar Valet service included dry cleaning operations. Therefore, this listing is not considered a significant environmental concern.[5]

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4 WebMD, Moisture and Mold Problems: Preventing and Solving Them in Your Home, https://www.webmd.com/women/mold-mildew#1. Accessed February 11, 2019.

5 An environmental issue refers to environmental concerns identified in the Phase 1, which do not qualify as RECS but warrant further discussion.

Second Street Parcel

The Second Street Parcel was listed in EDR's Historic Auto Station data base as an automobile repair garage from 1928 to 1948. Automotive repair operations are often contributors to subsurface contamination due to problems associated with hazardous materials and petroleum product use, spills and disposal. In addition, the City directories identified garage use for various years beginning in 1928 through 1954. However, there are no additional records pertaining to hazardous materials or petroleum products on the Second Street Parcel. Therefore, this listing is not considered a significant environmental concern.

4.10.3 Regulatory Framework

4.10.3.1 Federal

Federal agencies with responsibility for hazardous materials management include the United States Environmental Protection Agency (USEPA), Department of Labor (Federal Occupational Health and Safety Administration [OSHA]), and Department of Transportation (US DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Some of the major federal laws include the following statutes (and regulations promulgated there under):

- Resources Conservation and Recovery Act (RCRA) 42 USC 6901 et seq. - RCRA was enacted in 1976 as the first step in regulating the potential health and environmental problems associated with solid hazardous and non-hazardous waste disposal. RCRA is considered a "cradle to grave" statute for hazardous wastes in that it addresses all aspects of hazardous materials from creation to disposal. RCRA is used to define hazardous materials, off-site disposal facilities, and the wastes each may accept are regulated under RCRA during Project construction and/or operation.
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - CERCLA or "Superfund," creates national policy and procedures to identify and cleanup sites where hazardous substances have been released into the environment and provides the mechanisms by which these remedial actions are financed. Additionally, the Superfund Amendment and Reauthorization Act (SARA), which extended and amended CERCLA, required that due diligence be exercised in the investigation of past and current handling of hazardous substances prior to property sale.
- Toxic Substances Control Act (TSCA) – TSCA, which was enacted in 1976, regulates and controls harmful chemicals and toxic substances in commercial use, in particular PCBs.
- Federal Insecticide, Fungicide, and Rodenticide Act (as amended) – This act controls the manufacture, use, and disposal of pesticides and herbicides.
- Hazardous and Solid Waste Act (HSWA) includes the 1984 amendments to RCRA to address gaps in the area of highly toxic wastes.
- Occupational Safety and Health Administration (OSHA; 29 USC 15) – OSHA is the federal agency responsible for ensuring worker safety. These OSHA regulations provide standards

for safe workplaces and work practices, including those relating to hazardous materials handling.

4.10.3.2 State

The primary state agencies with jurisdiction over hazardous chemical materials management are the California Department of Toxic Substances Control (DTSC), State Water Quality Control Board (SWQCB), and LARWQCB. Other state agencies involved in hazardous materials management are the Department of Industrial Relations (state OSHA implementation), Office of Emergency Services (OES) – California Accidental Release Prevention (CalARP) implementation, California Air Resources Board (CARB), California Department of Transportation (Caltrans), Office of Environmental Health Hazard Assessment (OEHHA – Proposition 65 implementation), and the California Integrated Waste Management Board (CIWMB). Hazardous materials management laws in California include the following statutes and regulations promulgated thereunder.

- Hazardous Waste Control Act (HWCA; California Health and Safety Code, Section 25100 et seq.) – The HWCA is the state equivalent of RCRA and regulates the generation, treatment, storage, and disposal of hazardous waste. This act implements the RCRA "cradle-to-grave" waste management system in California but is more stringent in its regulation of non-RCRA wastes, spent lubricating oil, small-quantity generators, transportation and permitting requirements, as well as in its penalties for violations.
- California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) – The Business Plan Act requires preparation of Hazardous Materials Business Plans (HMBPs) and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies are responsible for administering these regulations. Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including the California Environmental Protection Agency (CalEPA) and the California Emergency Management Agency. The California Highway Patrol and Caltrans enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways. The Business Plan Act applies to the commercial portion of this Project because contractors would be required to comply with its handling, storage, and transportation requirements that would reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.
- Health and Safety Code, Section 2550 et seq. – This code and the related regulations in 19 CCR 2620, et seq., require local governments to regulate local business storage of hazardous materials in excess of certain quantities. The law also requires that entities storing hazardous materials be prepared to respond to releases. Those using and storing hazardous materials are required to submit a HMBP to their local certified unified program agency (CUPA) and to report releases to their CUPA and the State Office of Emergency Services.

- Certified Unified Program Agency (CUPA): Senate Bill 1082, passed in 1993, created the CUPA. The Unified Program consolidates 6 state environmental programs under one program, under the authority of a CUPA.
- California Division of Occupational Safety and Health (Cal/OSHA) – Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many entities to prepare injury and illness prevention plans and chemical hygiene plans, and provides specific regulations to limit exposure of construction workers to lead. OSHA applies to this Project because contractors will be required to comply with its handling and use requirements that would increase worker safety and reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.
- Government Code Section 65962.5, Cortese List – The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored and enacted the legislation). The list, or a site's presence on the list, has bearing on the local permitting process, as well on compliance with the California Environmental Quality Act (CEQA). The list is developed with input from the State Department of Health Services, State Water Resources Control Board (SWRCB), CIWMB, and DTSC. While Government Code Section 65962.5 makes reference to a "list," commonly referred to as the Cortese List, this information is actually available from the following five online data resource lists: – List of hazardous waste and substances sites –DTSC EnviroStor database; – List of leaking underground storage tank (LUST) sites –SWRCB GeoTracker database; – List of solid waste disposal sites with waste constituents above hazardous levels outside the management unit; – List of active cease and desist orders and cleanup and abatement orders that concern the discharge of wastes that are hazardous materials; or – List of hazardous waste facilities subject to corrective action.

4.10.3.3 Regional

South Coast Air Quality Management District

The SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities.[6] Rule 1403 defines asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures, and handling and cleanup procedures. Rule 1403 applies to owners and operators involved in the demolition or renovation of asbestos-containing structures, asbestos storage facilities, and waste disposal sites.

The SCAQMD also regulates VOC emissions from contaminated soil through Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil.[7] Rule 1166 sets requirements to control the emission of VOCs from excavating, grading, handling, and treating soil contaminated with volatile organic compounds as a result of leakage from storage or transfer operations, accidental spillage, or other deposition, including hydrocarbons.

6 South Coast Air Quality Management District, "Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities," http://www.arb.ca.gov/DRDB/SC/CURHTML/R1403.HTM. 2009.

7 South Coast Air Quality Management District, "Rule 1166 -- Volatile Organic Compound Emissions from Decontamination of Soil," http://www.arb.ca.gov/DRDB/SC/CURHTML/R1166.PDF. 2009.

4.10.3.4 Local

Santa Monica Fire Department CUPA

As the designated CUPA for the City, the Santa Monica Fire Department (SMFD) is the primary local agency with responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management. The SMFD was certified by CalEPA as the CUPA for the City in 1997. Designed to protect the public, worker safety, first responders and the environment, the SMFD has oversight responsibility for hazardous waste, underground storage tanks, above ground tanks, hazardous materials, community right-to-know, and accidental release prevention programs. The SMFD conducts both CUPA regulatory inspections and Fire Code inspections for all program elements, with the exception of the hazardous waste program. The SMFD contracts with the Los Angeles County Fire Department (LACFD) Health Hazardous Materials for hazardous waste inspection and enforcement of the hazardous waste program. The SMFD maintains the records regarding location and status of hazardous materials sites in the City and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials.

Santa Monica General Plan Safety Element (1995)

The Safety Element of the General Plan contains several policies regarding hazardous materials, fire hazards and emergency management. Specifically, it provides assessment of natural and manmade hazards, as well as providing a framework and guiding policies to guide future development and strengthen existing regulations within the City. The policies that are applicable to the Project and hazardous materials are listed below:

- Policy 5.1. The use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials shall be strictly controlled to prevent unauthorized discharges.
- Policy 5.1.2. The City shall continue to manage the Hazardous Materials Disclosure Program to identify and regulate business handling types and quantities of extremely hazardous materials, or hazardous materials in greater than consumer types and quantities.
- Policy 5.1.3. The City shall continue to require annual reporting by businesses to the Environmental Programs Division of the use, storage or manufacture of hazardous or extremely hazardous materials in any quantity. The City shall continue to require annual submission or verification of business emergency plans by businesses that use, store or manufacture any hazardous or extremely hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds or 200 cubic feet.

City of Santa Monica Office of Emergency Management

The City of Santa Monica Office of Emergency Management (OEM) has the responsibility of organizing and directing the preparedness efforts during large scale events, emergencies, or disasters in Santa Monica. The mission of the OEM is to protect the City from the loss of life and property in the event of a natural or manmade disaster. The OEM also has primary responsibility for preparing and updating the City's Multi Hazard Functional Emergency Plan. The plan includes resources and information to assist City residents, public and private sector organizations, and others interested in participating in planning for natural hazards. The

mitigation plan provides a list of activities that may assist the City in reducing risk and preventing loss from future natural hazard events. The action items address multi-hazard issues, as well as activities for earthquakes, landslides, flooding, tsunamis, wildfires and severe windstorms/thunderstorms.

Santa Monica Municipal Code

Chapter 5.24 of the SMMC establishes Hazardous Materials Reporting and Response Planning (HMRRP) and Hazardous Materials Management Plans (HMMP) requirements. Section 5.24.010 requires all businesses to declare to the City if they use, store, or manufacture any quantity of a hazardous or extremely hazardous material. An annual business plan must be submitted if the business uses, stores, or manufactures hazardous materials exceeding 55-gallons or more of liquid, 500-pounds or more of solid, and/or 200-cubic feet or more of a gas, at stand temperature and pressure. In addition to inventorying the materials in question, the business plan must describe emergency response plans and procedures to be used in the event of an accident. The requirements are established to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of hazardous materials into the workplace and environment. Section 8.104 requires that the installation, operation, and removal of USTs be conducted under the authority of City issued permits. Additionally, the investigation, assessment, and cleanup of a release from a UST are overseen by the SMFD, which is the designated CUPA with primary responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management.

4.10.4 Environmental Impacts

4.10.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). The Appendix G questions for hazards and hazardous materials include the following:

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
b) 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.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) 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.

e) For a project located within 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, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

Non-Applicable Checklist Questions:

The following issues relative to hazards and hazardous materials were considered in the Initial Study and it was determined that no impacts or less than significant impacts would occur. Therefore, no further analysis is provided in the EIR.

(a) (*Transport of Hazardous Materials*): Although construction activities would involve the use of potentially hazardous materials, including vehicle fuels, oils, transmission fluids, paint, cleaning solvents, and pesticides the use of these materials would be temporary and would be handled, used, and stored, in accordance with manufacturers' specifications and applicable regulations.

(c) (*Schools*): The Project Site is not located within one quarter mile of an existing school.

(e) (*Public Airport*): The Project Site is located approximately 2 miles north of the Santa Monica Municipal Airport. However, the Project Site is not located within an airport land use plan. Given the current and future level of airport operations, the Project would not result in airport-related safety hazards or excessive noise for people residing or working in the area.

(f) (*Emergency Response or Evacuation Plan*): During Project operation and construction emergency access to the Project Site would continue to be provided along Ocean Avenue, Wilshire Boulevard, California Avenue, and 2nd Street. The Project does not propose changes, obstructions, or reconfigurations to these streets. Furthermore, the Project Site Plans would be reviewed by the SMFD to ensure that all emergency access requirements are met.

(g) (*Wildfire*): The Project Site is located in an urbanized area and is not located within a Fire Hazard Severity Zone.

Based on the above, impacts regarding hazards and hazardous materials would be significant if the Project would:

HAZ-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.

HAZ-2: 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.

Methodology

This section identifies the existing and proposed on-site environmental safety concerns, and compares these against the established safety standards and regulations to determine if the Project would result in hazards or hazardous materials impacts. The Phase I ESA for the Project Site prepared by Partner, Engineering and Science, Inc. was reviewed and summarized (see Appendix I of this EIR for the full Phase I ESA). The Phase I ESA includes a review of historical maps and building permits, searches of hazardous materials databases, and site reconnaissance to determine if any recognized environmental concerns exist on the Project Site. The analysis of the potential impacts regarding hazardous materials management, the generation and disposal of LBPs and the disposal of PCBs is based on findings of the Phase I ESA and the age of existing buildings proposed for demolition.

4.10.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The adopted DCP MMRP contains a series of mitigation measures relative to hazardous materials on sites that could be developed or redeveloped in the Downtown. DCP MM HAZ-2a: Environmental Site Assessment (ESA) requires the preparation of a Phase I prior to demolition. Subcomponents of this mitigation measure, provide guidance regarding the procedures and issues to be addressed within the required Phase I ESA. The Applicant has implemented DCP MM HAZ-2a through the preparation of the Phase I ESA that is summarized in this section and provided in Appendix I of this EIR. DCP MM HAZ-2a requires the comprehensive survey of ACM, LBP, PCBs and molds and adherence to this requirement is recommended in the Phase I ESA. In addition, DCP MM HAZ-2b: Remediation, applies to sites with identified soil and/or groundwater contamination at or above regulatory levels. Since the Project Site does not have any identified soil and/or groundwater contamination at or above regulatory levels, this mitigation measure is not applicable. DCP MM HAZ-2d: Soils Management Plan applies to sites with onsite soil contamination. Since there are no known soil contamination conditions requiring remediation on the Project Site, DCP MM HAZ-2d would not apply. However, DCP MM HAZ-2c: Discovery of Contamination is a contingency mitigation measure that is required in the event that previously unknown soil and/or groundwater contamination were to be encountered during excavation activities. As a contingency, the Applicant would, as discussed below in the Project Characteristics subsection, prepare a Soil Management Plan (SMP) in the event of potential contamination encounters. The SMP would incorporate procedures from the DCP MM HAZ-2c to meet the needs of the particular conditions at the Project Site.

Therefore, the following mitigation measures from the adopted DCP MMRP would be applicable to the Project:

> **DCP MM HAZ-2a: Phase I Environmental Site Assessment.** Prior to demolition, project applicants in the Downtown shall prepare a Phase I ESA. Consistent with local, state and federal regulations, the Phase I ESA shall be subject to City review and address the following:

a. **Asbestos-Containing Materials (ACM), Lead-Based Paints (LBP), polychlorinated biphenyls (PCBs), and Molds.** Prior to any the issuance of a demolition permit, the Applicant shall conduct a comprehensive survey of ACM, LBP, PCBs, and molds. If such hazardous materials are found to be present, the applicant shall follow all applicable local, state and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, PCBs, and molds to ensure public safety.

DCP MM HAZ-2c: Discovery of Contamination. In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction at a development site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and determine the level of soil and/or groundwater contamination. If contamination is encountered, a Human Health Risk Management Plan shall be prepared and implemented that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development, and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., SMFD). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

4.10.4.3 Project Characteristics

With the exception of the Palisades Building, the Project would involve the demolition of all on-site structures. The Palisades Building would be rehabilitated and adaptively reused, including seismic retrofitting, provision of handicap accessibility, upgrading of fire-life safety features, and upgrading of mechanical equipment. Demolition activities would include the removal of the 1,000-gallon diesel UST and associated piping located in the basement of the Ocean Tower, as well as the two existing on-site electrical transformers. Project construction would also include the removal of the surface parking lot on the Second Street Parcel. The depth of the proposed excavation on the Hotel Parcel for the new parking structure and the basement of the Ocean Building would be up to 35 feet and would require the export of approximately 175,000 cubic yards of soil. Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export is 12,525 cubic yards.

Project demolition, excavation, and construction materials would be removed from the Project Site by semi-truck haul trucks. The haul route for these trucks would be determined by the City's Strategic and Transportation Department prior to the issuance of the grading permit. Haul trucks would not stage on City streets and would not be permitted to travel along residential street segments. Truck hauling hours are anticipated to be 9:00 A.M. to 4:00 P.M. All hazardous

materials would be handled and hauled in accordance with manufacturers' recommendations and applicable federal, state, and local regulations.

Project Design Feature

In light of the excavation that would occur for the Project, although the Phase I ESA does not identify any soil contamination that requires remediation, the Project would include the following Project Design Feature (PDF) for the preparation and implementation of SMPs for each parcel that would establish procedures for identifying unknown hazardous soils and establish in-place response to such an encounter in an efficient manner.

PDF HAZ-1: Soil Management Plan. Although there is no known soil contamination on the Project Site, the Applicant shall prepare a Soil Management Plan for each parcel that would establish procedures for recognizing hazardous materials [e.g., training of construction workers regarding tell-tale signs of contaminated soils (e.g., staining, leakage or odors) and location and removal logistics regarding the UST on the Hotel Parcel]. The SMP shall also include procedures for encounters with previously unknown or unidentified soil contamination that could present a threat to human health or the environment. Procedures shall be generally consistent with the provisions set forth in DCP MM HAZ-2d. As such, the SMP would address soil and material segregation, stockpile management, decontamination methods and procedures, truck loading, stormwater management, and transportation of affected soils. The SMP shall be submitted to the SMFD for review and approval prior to issuance of a grading permit.

4.10.4.4 Project Impacts

HAZ-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?

Impact Statement HAZ-1: *Buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs. These materials could present a hazard to the public if released into the environment. However, proper surveys for such materials would be conducted and if present be removed in accordance with applicable regulations such that impacts would be less than significant. No hazardous materials are known to be present on the Project Site, however the implementation of PDF HAZ-1: Soil Management Plan would assure that any unknown hazardous materials, should they be present, would be quickly identified and handled pursuant to regulatory measures for protection of public health, such that impacts would be less than significant. Limited quantities of hazardous materials would be used during Project operations and compliance with applicable regulations regarding the use and storage would result in less than significant impacts.*

Construction Impacts

Project construction would require the demolition or renovation of all on-site structures except the Palisades Building, as well as excavation. The Project Site includes an on-site UST and other hazardous materials that may pose concerns, including PCBs in electrical transformers, ACMs, and LBPs. No soil or groundwater contamination was identified in the Phase I ESA, nor were further investigation activities recommended. In addition, Project construction activities would involve the short-term transport, use, storage and disposal of small quantities of hazardous materials for construction such as paint, adhesives, surface coatings, finishing materials, and cleaning agents during building finishing activities. These issues are discussed in more detail below.

Asbestos-Containing Materials, Polychlorinated Biphenyl, Lead-based Paints and Molds

As indicated above, asbestos remediation was performed as recently as 2010 on the Project Site. However, the Phase I ESA identified potential ACMs throughout the building interior in the drywall systems, floor tiles, and floor tile mastic; throughout the building basement (pipe insulation); and in the boiler room and maintenance room (tank insulations). In addition, given the age of existing structures, it is reasonable to suspect that previously undiscovered ACMs remain in existing buildings.

With regard to PCBs, electrical transformers potentially containing PCBs were identified in the basement, and other building materials may also contain PCBs. No staining or leakage was observed in the vicinity of the transformers, and the transformers are not expected to represent a significant environmental concern.

With regard to LBPs, buildings constructed prior to 1978 may contain lead-based paint. Although the hotel rooms, halls, restaurant spaces and other high traffic areas have been renovated since 1978 and are expected to be more recently re-painted, underlying coats of paint, basements, or other little-used areas have the potential to contain lead. As such, the potential exists that workers or the public could be exposed to these materials during demolition of on-site buildings and hauling of debris materials.

Regarding mold, although the Phase I ESA did not identify any areas of water damage or mold growth, this limited visual assessment did not assess all areas of potential mold growth nor include a review of pipe chases, mechanical systems, or areas behind enclosed walls and ceilings. Therefore, the potential exists for mold to be encountered during the demolition of existing buildings.

As PCBs, LBPs, ACMS and mold are potentially present on the Project Site, and improper removal and/or handling of such materials could present a hazard to the public and/or the environment, impacts due to the accidental release of these materials during construction are considered potentially significant. To ensure that ACMs, PCBs, LBPs, and molds are appropriately identified prior to demolition, the Project would be required to implement DCP MM HAZ-2a.a which requires a comprehensive survey of ACMs, LBP, PCBs, molds prior to

issuance of a demolition permit. If such hazardous materials are found present, the Applicant shall follow all applicable local, state, and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACMs, LBP, PCBs, and molds to ensure public safety.

The transport of hazardous materials removed during demolition of the structures could potentially result in accidental spills, leaks, toxic releases, fire, or explosion. All hazardous materials removed from the Project Site would be transported in accordance with applicable regulations, including the federal RCRA, the federal Hazardous Materials Transportation Act, and the California Hazardous Waste Control Law. The USDOT Office of Hazardous Materials Safety also prescribes strict regulations for the safe transportation of hazardous materials, as implemented under California law. In addition, in accordance with applicable regulations, any hazardous materials or contaminated materials recovered on-site would be transported to an appropriate Class II landfill in accordance with applicable rules and regulations for the handling and disposal of hazardous materials. Through compliance with these regulations, impacts due to transport of hazardous materials would be less than significant.

Potential Soil and/or Groundwater Contamination

Hotel Parcel

According to the Phase I ESA, there are no known RECs on the Hotel Parcel and no known hazardous soils or groundwater contamination. However, the presence of the onsite UST poses a threat of a future release to the environment, particularly during the removal of the UST. The UST is inspected annually and no violations or unauthorized releases have been reported to SMFD. Future investigation, assessment, and cleanup of a release from a UST would be subject to oversight by the SMFD, and would be carried out pursuant to federal and state laws and regulations pertaining to hazardous materials management. Implementation of PDF HAZ-1 would assure that construction workers are advised of the potential for release of hazardous materials at the time of UST removal.

Second Street Parcel

A former automotive repair garage was identified on the Second Street Parcel. However, the Phase I ESA did not identify any release of hazardous materials or petroleum products associated with this use. Based on review of agency database and records and historical sources, the Phase I ESA concluded that the former auto station is not considered a significant environmental concern. While no known contaminated soils or groundwater are present, PDF HAZ-1 would assure that construction workers are apprised of tell-tale signs of hazardous materials and have the appropriate background to assure that should unknown hazardous materials be encountered they would be handled in compliance with all regulatory procedures, thus avoiding potentially significant impacts.

Worker Exposure to Hazardous Materials

Project construction also has the potential to require the use of potentially hazardous chemicals, including paints, cleaning materials, vehicle fuels, and other compounds that are capable of burning, corroding, or destroying living tissue. The use of these materials would be short-term

and would occur in accordance with standard construction practices, manufacturer guidelines, applicable federal, state, and local regulations, and the safety requirements of OSHA and Cal OSHA.[8] With adherence to these regulations, Project construction would have a less than significant impact with regard to worker exposure to hazardous materials.

In addition, during construction, the hazardous materials would be stored, disposed of, and/or transported off the Project Site in accordance with federal and state laws to eliminate or reduce the risk of hazardous materials exposure. For example, employees who work with hazardous materials would be required to wear appropriate protective equipment, and safety equipment would be routinely available in all areas where hazardous materials are used. Hazardous materials that present a moderate explosion hazard, high fire or physical hazard, or health hazard would be stored in designated areas designed to prevent accidental release to the environment. As result, Project construction would result in a less than significant impact with respect to worker exposure to hazardous materials.

Conclusion Regarding Construction

In summary, compliance with applicable requirements for the use and storage of hazardous materials during construction, implementation of the SMP pursuant to PDF HAZ-1 and compliance with applicable regulations regarding the handling of any unknown potential remnant hazardous materials concerns on the Project Site, would reduce potential impacts related to hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment to a less than significant level.

Operations Impacts

The residential, hotel, retail, and restaurant uses associated with the Project would routinely use the types and amounts of hazardous materials typical for such uses, including household cleaning and maintenance products, pesticides and herbicides, paints, solvents, degreasers, and chemicals associated with swimming pools. The quantities of these products routinely in use or stored on the Project Site would be minimal and would not be in amounts subject to reporting and/or control under the CUPA program. Specifically, the Project would not include the use, storage, or manufacturing of hazardous materials requiring a Hazardous Materials Business Plan (ie., hazardous materials exceeding 55-gallons or more of liquid, 500-pounds or more of solid, and/or 200-cubic feet or more of a gas, at stand temperature and pressure). The Project's use and storage of limited amounts of commercially available hazardous materials would not result in an abnormally high increase in hazardous risk when compared to existing conditions on the Project Site. Therefore, the Project would have a less than significant impact with respect to reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

[8] California Safety and Healthy Code, 29 CFR Part 1910.

HAZ-2: Would the Project 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?

Impact Statement HAZ-2: *The Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would result in a less than significant impact.*

Based on the Phase 1, the Hotel Parcel is listed on several database listings related to hazardous materials. More specifically, the Hotel Parcel is identified in the Cal EPA HAZNET database for the removal of hazardous materials. In addition, the Hotel Parcel is also listed on EPA's FINDS and ECHO sites associated with the disposal of hazardous substances and the presence of the UST. Furthermore, the Hotel Parcel is listed on CARB's EMI databased for a permit to operate a natural gas fueled boiler. However, the Project Site is not included on a list of hazardous sites compiled pursuant to Government Code Section 65962.5.[9] Therefore, the Project would have a less than significant impact with regard to this criterion.

4.10.4.5 Cumulative Impacts

The geographical context for cumulative impact analysis of hazards and hazardous materials is the Project Site and the immediate vicinity. Development of the Project in combination with cumulative projects has the potential to increase, to some degree, the risks associated with the potential accidental release of hazardous materials in the Project area. In particular, cumulative development could occur on properties listed on hazardous materials sites or the demolition of existing structures, which could contain hazardous materials. However, as with the Project, any development or redevelopment project within the Downtown would be required to implement the adopted mitigation measures in the MMRP regarding hazards and hazardous materials. Restrictions on development or remediation requirements would be applied in the event that hazardous materials posed a risk to safety. In addition, as with the Project all cumulative projects would be required to comply with applicable federal, state, and local laws, rules and regulations related to hazardous materials. As at the Project Site, compliance with existing regulations is expected to reduce impacts related to hazardous materials to a less than significant level. Therefore, the Project would not contribute considerably to cumulative hazards and hazardous materials impacts, and the cumulative impact would be less than significant.

9 https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29, accessed September 23, 2019.

4.10.5 Mitigation Measures

DCP Mitigation Measures

As discussed above, consistent with the recommendations of the Phase I ESA and regulatory requirements, the Project would implement procedures that would otherwise be required under DCP MM HAZ-2a.a~~1a~~ regarding avoidance of impacts associated with ACMs, LBP, PCBs and Mold. In addition, implementation of PDF HAZ-1 would incorporate, as applicable to the Project setting, the provisions of DCP MM HAZ-2c: Discovery of Contamination that would avoid potential impacts associated with unknown and unexpected soil contaminants, should they be present.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.10.6 Level of Significance After Mitigation

Mitigation measures are not applicable; impacts are less than significant.

4.11 Hydrology/Water Quality

4.11.1 Introduction

This section describes existing surface water hydrology (drainage), surface water quality, and groundwater conditions on the Project Site and surrounding area, includes an overview of relevant regulations, and provides an analysis of potential impacts from Project development. The analysis in this section is based in part on the technical memorandum, *Miramar Hotel Revitalization: Project Description – Infrastructure & Stormwater Management* prepared by Fuscoe Engineering in February 2019, included as Appendix J of this EIR.

4.11.2 Environmental Setting

4.11.2.1 Watershed and Regional Setting

Hydrology and Drainage

Santa Monica Bay Watershed

Santa Monica Downtown area lies within the Santa Monica Bay Watershed Management Area (Watershed) of the Los Angeles Basin. The 414-square-mile Watershed drains to the Pacific Ocean and Santa Monica Bay from the Santa Monica Mountains extending south and west across the Los Angeles Coast Plain to include Ballona Creek and the coastal portion of the Palos Verdes Peninsula, which together form the southern boundary of the Watershed. Runoff in the City ultimately drains to the Santa Monica Bay, which is located adjacent to one of the most populous, urbanized coastal metropolitan areas in the U.S. As such, discharge of treated municipal, commercial, and industrial runoff, cooling water, and municipal and industrial wastewater discharges have impacts on regional water resources such as inland surface waters, estuarine waters, and marine waters, including wetlands, lakes, rivers, estuaries, lagoons, harbors, bays, and beaches.

The majority of the Downtown flows to one of three drainage basins: Kenter Canyon, Pier, and Wilshire Basin. During a storm event, storm water runoff from the three drainage basins is conveyed by the existing network of storm drains to the Pico-Kenter and Pier Storm Drains, which drain 4,200 and 900 land acres, respectfully, to the Santa Monica Bay. The Pico-Kenter Storm Drain, a 10-foot diameter storm drain, runs through the City and outfalls to the Santa Monica Bay at the western end of Pico Boulevard. The Pico-Kenter runoff drainage area includes parts of the City of Los Angeles and the Santa Monica Mountains. The Pier Storm Drain, a 60-inch diameter storm drain, is located immediately south of the downtown area and outfalls to the Santa Monica Bay at the Santa Monica Pier extension off of Colorado Boulevard.

Dry-weather runoff (runoff when there is no precipitation) from the Pico-Kenter and Pier storm drain systems is treated by the Santa Monica Urban Runoff Recycling Facility (SMURRF) before release to the Santa Monica Bay. The SMURRF treats dry weather urban runoff to remove pollutants, including sediment, oil, grease, and pathogens. The processed non-potable water is sold to the City and corporate customers for irrigation and toilet operations at a cost rate equal to potable water rates. The 2009 Pier Storm Drain Improvement Project also made upgrades to the

Pier storm drain system and diverts all dry weather runoff to the sanitary sewer, eliminating that source of contamination to the Santa Monica Bay. Also, the City in 2018 completed the Clean Beaches Project to prevent pollutants from flowing into Santa Monica Bay. The project entailed the construction of a diversion structure and pipeline under the Pier and the beach parking Lot 1 North to convey weather runoff up to 85th percentile and all dry weather runoff from Downtown to a new 1,600,000-gallon underground storage tank at the Deauville parking lot (near the beach). Runoff from the cistern is conveyed to the SMURFF for treatment.

Additionally, the City's Wilshire Boulevard Watershed Water Quality project, which is a dual-stage subterranean water quality treatment system located at Palisades Park, has improved dry weather runoff from the downtown area. The first stage of this water treatment system is a Continuous Deflective Separation (CDS) unit, which screens and settles out gross pollutants (e.g., floatables, sediment, and oil and grease) from all dry weather runoff from the 90-inch storm drain within Wilshire Boulevard. After being processed through the CDS unit, dry weather runoff, which still contains soluble pollutants (i.e. heavy metals, organic chemicals), flows into a second stage vault that drains into the sanitary sewer for advanced treatment at the City of Los Angeles Hyperion Treatment Plant. During wet weather flows, the first 0.75 inch of rainfall is treated by the CDS unit only and then drains through a vault to the Santa Monica Bay, where it outfalls on Santa Monica State Beach approximately 480 feet from the high tide line and approximately 900 feet southwest of the western terminus of Wilshire Boulevard.

Water Quality

Urban and stormwater runoff contains greatly varying types of material. Land use strongly influences the types and concentrations of materials found in runoff. Runoff quantity and velocity increases when roads, buildings or pavement (impervious surfaces) cover land that once absorbed and filtered rainfall. The quality, and to some extent, the quantity of storm water runoff is controlled primarily through the use of structural and non-structural best management practices (BMPs) embodied in the LARWQCB's Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit, of which the City is included, originally reissued in December 2001.

As indicated above, the Project Site and City drain to Santa Monica Bay which is considered impaired (see below) by the LARWQCB, the agency with jurisdiction over water quality flowing into Santa Monica Bay. The Project Site and City are located within the LARWQCB's Water Quality Control Plan Basin Plan for the Los Angeles Region (Basin Plan), which encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. The Basin Plan guides conservation and enhancement of water resources and establishes beneficial uses for inland surface waters, tidal prisms, harbors, and groundwater basins within the region.[1] The Basin Plan defines the beneficial uses for the coastal waters of Santa Monica Bay, which include: industrial service supply; navigation; water contact recreation; non-contact water recreation; commercial and sport

[1] California Regional Water Quality Control Board, Los Angeles Region 4, Water Quality Control Plan, Los Angeles Region - Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, June 13, 1994.

fishing; estuarine habitat; marine habitat; preservation of biological habitats; migration of aquatic organisms; wildlife habitat; rare, threatened, or endangered species; spawning, reproduction, and or early development; shellfish harvesting; and wetland habitat.[2]

Prior to 1999, the Bay's location downstream to the Los Angeles metropolitan area resulted in a gradual decline in water quality and is considered to be an impaired waterway as listed by the California State Water Resources Control Board (SWRCB). Santa Monica Bay is on the SWRCB's 303(d) list for Dichlorodiphenyltrichloroethane (DDT), fish consumption advisory, Polychlorinated Biphenyls (PCBs), and sediment toxicity resulting from both point and nonpoint sources. The 303(d) list of impaired waters indicates impairments of 30 square miles (out of 226 total square miles) of the Santa Monica Bay nearshore and offshore zones due to impacts on aquatic life, fish consumption, and shellfish harvesting. Various beaches are assessed as not supporting body contact recreation. TMDLs have been approved by the EPA for DDT and PCBs. The LAWRCB has approved additional TMDLs for bacteria (wet weather and dry weather) and debris. A discussion of the regulations applicable to these pollutant sources is provided below.

In response to these conditions and subsequent lawsuits, a consent decree was issued in 1999 between the US Environmental Protection Agency (EPA), Heal the Bay, Inc. and BayKeeper, Inc. to establish Total Maximum Daily Loads (TMDLs) for pollutants in the Bay to meet federal water quality standards.[3] The consent decree also mandated the establishment of BMPs to address water quality concerns in the Bay. The Santa Monica Bay Restoration Commission's (SMBRC)[4] *2018 Update of the Bay Restoration Plan* (2018 Plan Update) notes that substantial progress had been made in the last 30 years in improving water quality in the Bay's watershed. However, many waterbodies in the Bay watershed are still listed as impaired due to pollutant loading. To continue improving condition of the listed waterbodies and meet TMDLs, dischargers are required to achieve pollutant load reduction targets through various means, including implementation of projects identified in the Watershed Management Plans (WMPs) and Enhanced Watershed Management Plans (EWMPs) under the storm water discharge (MS4) permits. There are also collaborative and integrated watershed-wide planning and implementation efforts, such as the Storm Water Strategy, an effort led by SWRCB to sustainably manage and utilize storm water in California to support water quality and water availability, and Integrated Water Resource Management Plan (IRWMP) for the Los Angeles Metropolitan region, including the availability and allocation of bond funding to facilitate and contribute to water quality improvement planning and implementation efforts in the region.

Other improvements include approximately 40 low-flow diversions (LFDs) or runoff treatment facilities that have been installed at storm drains leading to Santa Monica Bay in order to reduce coliform levels and beach closures (such as the subterranean water quality treatment unit located at Palisades Park and described above). Some of the LFDs have become full-time diversions. Of the twenty-seven high priority storm drains listed in the beaches dry weather bacteria TMDL, all

[2] EPA. Santa Monica Bay Total Maximum Daily Loads for DDTs and PCBs. March 2012. Pg. 8.

[3] This court order directs the USEPA to complete TMDLs for all impaired waters within 13 years.

[4] SMBRC is a National Estuary Program ("NEP") of the EPA. The NEP was established by Congress in 1987 to improve the quality of estuaries of national importance and the Santa Monica Bay NEP was established in 1988.

have been diverted.[5] While dry weather diversion/treatment facilities are in operation at many of the storm drains in the Santa Monica Bay Watershed,[6] about a dozen of the outlets still discharge dry weather flow into the Santa Monica Bay. On a rainy day, the ability of dry weather water quality facilities to accommodate flows is overwhelmed and approximately 10 billion gallons of stormwater can flow into the Santa Monica Bay. The City's Wilshire Basin, which is served by the 90-inch storm drain in Wilshire Boulevard, does not contribute dry weather flows to Santa Monica Bay. During storm events, the Wilshire Boulevard outfall treats wet weather flows from the Wilshire sub-watershed for trash and debris in the system's CDS prior to discharging them to the Santa Monica Bay.

Other major water quality improvement projects implemented by the City include the Santa Monica Urban Runoff Recycling Facility (SMURRF) and storm drain replacements at the Santa Monica Pier. The SMURFF receives and treats dry weather urban runoff from its Pico-Kenter and Pier storm drains. The SMURRF has a capacity of 0.75 million gallons per day (MGD) and provides water treated to Title 22 levels to various commercial and landscape customers in the City.

Although great improvements have been made to water quality since the consent decree, the Santa Monica Bay is still faced with water quality concerns due to its location downstream of the Los Angeles metropolitan area and the presence of past contamination. In addition to current pollutant factors, historical deposits of toxic pollutants in Bay sediments, such as DDT and PCBs, continue to be released into the environment through biological processes and re-suspension, thus contaminating local marine life. In addition, the 2018 Plan Update observed that while existing water quality improvement programs have achieved significant reduction of pollutant loading, many new contaminants are emerging and causing concern. The emerging contaminants include, but are not limited to, polybrominated diphenyl ethers (PBDEs), which are used primarily as flame retardants, perfluorinated chemicals that are used as stain repellants, and other pharmaceuticals or other personal care products that may harm aquatic life or the environment.[7]

Groundwater

Regional Conditions

The entire City is underlain by the 50.2-square-mile Santa Monica Groundwater Basin ("Santa Monica Basin"), which also extends into portions of Culver City, Beverly Hills and portions of western Los Angeles. The Santa Monica Basin is bounded by impermeable rocks of the Santa Monica Mountains to the north, the Ballona Bluffs to the south, the Newport-Inglewood Fault to the west. Groundwater flow in the Santa Monica Basin is generally from the Santa Monica Mountains and replenished by percolated precipitation and surface runoff from the mountains. Since the basin is mostly urbanized and soil surfaces have been paved to construct roads,

5 LARWQCB, Sate of the Watershed – Report on Water Quality: The Santa Monica Bay Watershed Management Area, 2nd Ed. November 2011. Pg. 19

6 Los Angeles County Flood Control Division, Santa Monica Bay Shoreline Monitoring Municipal Separate Storm Sewer System Report, June 1, 2010 – May 30, 2011, page 18

7 Santa Monica Bay Restoration Commission, Santa Monica Bay National Estuary Program's Action Plan for the Comprehensive Conservation and Management Plan, October 11, 2018, page 38.

buildings, and flood channels, only a small portion of basin soils are capable of transmitting water to the water-bearing formations below. The total storage capacity of the Basin is estimated to be approximately 1.1 million acre feet per year (AFY), although no formal safe yield has been made for the Basin. Based on USGS studies, the sustainable yield has been estimated to be 12,500 AFY.[8] Because of natural replenishment of the Basin, the City of Santa Monica does not currently provide additional groundwater discharge into the Basin.

Extensive faulting within the Santa Monica Basin separates it into five subbasins, including the Arcadia, Olympic, Coastal, Charnock, and Coastal Subbasins. The Project Site is located within the Coastal Subbasin. The primary producer in the groundwater basin is the City, which draws groundwater from two active wells in the Arcadia Subbasin, three active wells in the Olympic Subbasin, and five active wells in the Charnock Subbasins. The Coastal Subbasin is not a source of groundwater to the City.[9]

4.11.2.2 Local Setting

Project Site Conditions

The Project Site consists of two parcels near the western edge of the City of Santa Monica: the Hotel Parcel and Second Street Parcel. The Hotel Parcel is developed with as an existing hotel and is bordered by Wilshire Boulevard, Ocean Avenue, California Avenue, and 2nd Street. The Second Street Parcel is developed as a surface parking lot and is bordered by 2nd Street, a 17-story hotel, 2nd Court, and a commercial office building. The Hotel Parcel is approximately 4.4 acres in size and the Second Street Parcel is approximately 0.3 acre in size, for a total Project Site area of approximately 4.7 acres.

Both parcels slope very gently to the southwest with no pronounced high or low areas. Total topographic relief is approximately 13 feet across the Hotel Parcel and 2 feet across the Second Street Parcel. The Project Site is fully developed and is considered to be substantially impervious. Impervious surface areas on the Hotel Parcel consist of building rooftops, asphalt surface parking, walkways, and a swimming pool area. Impervious surfaces on the Second Street Parcel consist of the asphalt surface parking lot that covers the entire parcel.

Stormwater from the Project Site either surface flows to City storm drains in adjacent streets or collects in screened on-site storm drains. City storm drains are located in Wilshire Boulevard, Ocean Avenue, California Avenue, 2nd Street (west side), and 2nd Street (east side). These five storm drains flow to two stormwater pipes; a 33” pipe in Ocean Avenue and a 90” pipe in Wilshire Boulevard. All stormwater from the Project Site ultimately flows to the 90” stormwater pipe in Wilshire Boulevard which includes a subterranean, two-stage water quality treatment unit at Palisades Park with a CDS unit that screens and settles out gross pollutants (i.e., floatables, sediment, and oil and grease) during wet weather flows. As shown in **Figure 4.11-1,** *Existing On-Site Drainage*, on-site development divides the Hotel Parcel into eight drainage subareas. Six of

8 City of Santa Monica, 2015 Urban Water Management Plan, pages 2-10 and 2-11.
9 City of Santa Monica, 2015 Urban Water Management Plan, page 2-11.

the subareas surface flow to the City storm drains in adjacent streets. The two remaining subareas collect in the on-site storm drains. The on-site storm drains feed a 15" lateral that connects to the 33" stormwater pipe in Ocean Avenue. The Second Street Parcel consists of one drainage subarea that drains as sheet-flow to the 2nd Street (east side) City storm drain. From this drain, the flows are conveyed in the Second Street roadway toward Wilshire Boulevard, and intercepted by an existing catch basin located at the intersection of 2nd Street and Wilshire Boulevard, discharging into an existing 90" diameter pipe in Wilshire Boulevard. A brief description of the Project Site's drainage subareas is provided in **Table 4.11-1**, *Existing Site Hydrology*, below.

TABLE 4.11-1
EXISTING SITE HYDROLOGY

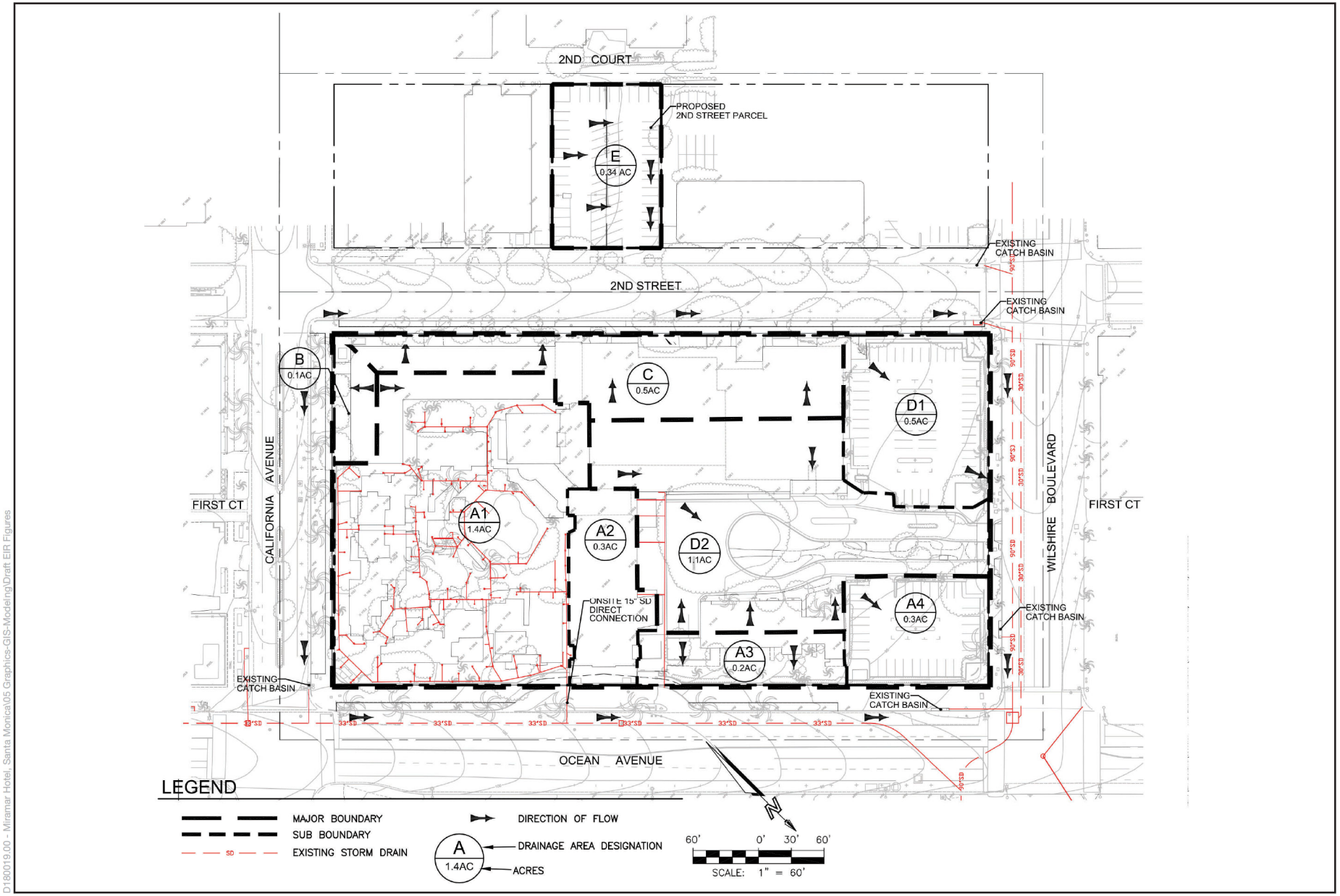
Drainage Subarea	Size	Surface Area	Destination
Hotel Parcel			
A1	1.4 ac	Rooftop, landscaped area	15" lateral
A2	0.3 ac	Rooftop	15" lateral
A3	0.2 ac	Rooftop, landscaped area	Storm Drain (Ocean Ave)
A4	0.3 ac	Surface parking lot	Storm Drain (Wilshire Blvd)
B	0.1 ac	Rooftop	Storm Drain (California Ave)
C	0.5 ac	Rooftop	Storm Drain (2nd St - West)
D1	0.5 ac	Surface parking lot	Storm Drain (Wilshire Blvd)
D2	1.1 ac	Rooftop, landscaped area, driveway	Storm Drain (Wilshire Blvd)
Parcel Subtotal	**4.4 ac**		
Second Street Parcel			
	0.3 ac	Surface parking lot	Storm Drain (2nd St - East)
Parcel Subtotal	**0.3 ac**		
Project Site Total	**4.7 ac**		

SOURCE: Fuscoe Engineering, 2019 and ESA, 2019.

Based on isohyets prepared by the Los Angeles County Department of Public Works (LACDPW), the 10-year frequency storm event (i.e., a 10-year frequency design storm) would result from 4.3 inches of rainfall over a 24-hour period.[10] No retention or treatment of stormwater runoff is currently provided on the Project Site. Thus, stormwater runoff from the Project Site during a 10-year storm event is approximately 7.0 cubic feet per second ("cfs") for the Hotel Parcel and 0.7 cfs for the Second Street Parcel. The theoretical capacity in stormwater pipes in Ocean Avenue and Wilshire Boulevard are shown as "not deficient" during a 10-year storm event.[11] **Table 4.11-2**, *Existing Stormwater Flows to Storm Drain System (10-Year Storm)*, below, lists the volume of runoff to the City's storm drain system serving the Project Site.

[10] Los Angeles County Department of Public Works. 2006 Hydrology Manual. Appendix B: 50-Year 24-Hour Isohyet. Plate 17: Beverly Hills. 2003.

[11] City of Santa Monica, Final Watershed Management Plan, Figure 3-1: Santa Monica Storm Drains Under Theoretical Capacity During 10-year Storm Event, page 3-4. April 2006.



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SOURCE: Fuscoe Engineering, 2019

Miramar Hotel Project

Figure 4.11-1
Existing Site Hydrology

ESA

TABLE 4.11-2
EXISTING STORMWATER FLOWS TO STORM DRAIN SYSTEM (10-YEAR STROM)

Drainage Subarea	10-Year Storm
Hotel Parcel	
A1	**2.2** cfs
A2	**0.5** cfs
A3	**0.3** cfs
A4	**0.5** cfs
B	**0.2** cfs
C	**0.8**
D1	**0.8**
D2	**1.7**
Subtotal	**7.0**
Hotel Parcel	
Area E	**0.7**
Total Project Flows	**7.7** cfs

SOURCE: Fuscoe Engineering, 2019

Subsurface Conditions

Previous subsurface soil investigations have encountered perched groundwater in the immediate vicinity of the Project Site at depths ranging between approximately 75.5 and 93 feet below ground surface. Slight seepage in the area was also encountered at depths between 62 and 77 feet bgs.[12] Fluctuations in the level of groundwater would be expected to occur over time due to variations in rainfall and other factors.

The Project Site is located in an area of the City where groundwater infiltration is not advisable due to slope instability and potential vulnerability of the Palisades Bluffs. Specifically, the City Geologic Hazards Map indicates that the area designated as a "High Risk" for landslide susceptibility extends from the coastal bluff eastward to 1st Court (encompassing approximately the western portion of the Hotel Parcel). (See Section 4.8, Geology and Soils, for a more detailed discussion regarding geologic hazards.) The General Plan Safety Element further identifies geologic hazards of the greatest concern to the City, including coastal slope instability and erosion, subsidence potentially related to groundwater withdrawal, and differential settlement related to uncertified fills.

[12] Geotechnologies, Inc., Consulting Geotechnical Engineers; Preliminary Geotechnical Evaluation for an Environmental Impact Report, Proposed Miramar Hotel Renovation and Expansion, 101 Wilshire Boulevard, Santa Monica, California, January 14, 2019. Documents reviewed for groundwater data were published between 1956 and 2017.

Water Quality Conditions

There are two kinds of urban runoff: dry weather and wet weather. Dry-weather urban runoff occurs when there is no precipitation. Wet-weather urban runoff refers collective to non-point, or diffuse, source discharges that result from precipitation. Wet- and dry-weather runoff typically contains similar pollutants of concern. However, except for the initial stormwater runoff concentrations (first flush) following a long dry period between rainfall events, the concentrations of pollutants found in wet- weather flows are typically lower than those found in dry-weather flows because the larger wet-weather flows dilute the amount of pollutants in runoff waters. Storm events may dislodge or carry pollutants over different surfaces than the lower dry-weather flows.

As discussed above, the Project Site mostly consists of impervious surface areas such as rooftops, surface parking lots, pedestrian walkways, and driveways. Under existing conditions during wet weather, stormwater flows over these impervious surface areas and drains untreated into the City's storm drain system. Wet weather flows either enter the storm drain system through on-site storm drains or storm drains in adjacent streets. All wet weather flows are ultimately conveyed to the 90" stormwater pipe in Wilshire Boulevard. The City's storm drains in adjacent streets include screens to catch debris and other solid objects before entering the storm drain system as well as an infiltration basin located at the corner of Wilshire Boulevard and Ocean Avenue. Flows in the 90" stormwater pipe are then treated by the dual-stage, subterranean water quality treatment system located at Palisades Park. In accordance with City regulations, no runoff leaves the Project Site during dry weather conditions.

4.11.3 Regulatory Framework

4.11.3.1 Federal

Clean Water Act

The Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. It authorizes federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The CWA amended previous federal water pollution legislation in 1972 with further amendments added in 1977 and 1987. Key provisions of the CWA address water quality standards and the establishment of the National Pollutant Discharge Elimination System (NPDES) for controlling the discharges of storm waters.

Section 303(d)(1) and Total Maximum Daily Loads

Section 303(d)(1) of the CWA requires each state to identify the waters within its boundaries that do not meet water quality standards. Water bodies that do not meet water quality standards are considered impaired and are placed on the state's "CWA Section 303(d) List." For each listed water body, the state is required to establish a Total Maximum Daily Load (TMDL) of each pollutant impairing the water quality standards in that water body. A TMDL is the maximum amount of an impairing substance or stressor (e.g., pollutant) that a water body can receive and

assimilate, and still safely meet water quality standards. Santa Monica Beach and Santa Monica Bay are listed as impaired water bodies on the Section 303(d) List.

The TMDLs for Santa Monica Bay are shown in **Table 4.11-3**, *Adopted TMDLs for Santa Monica Bay.* Although the 2010 303(d) list still includes DDT and PCBs, as shown in Table 4.11-3, TMDLs were approved for these pollutants in November 2012. This report summarizes the technical analyses performed by the EPA to reach these TMDLs and determine waste load allocations as well as providing monitoring and implementation recommendations. The report encourages the establishment of watershed efforts to identify and address sources of DDT and PCBs within the watersheds and reporting of the total stormwater loadings of DDT and PCB to Santa Monica Bay. BMPs and pollutant removal are the most suitable courses of action to reduce DDT and PCBs in the Santa Monica Bay watershed. According the report, attention should be focused on those watersheds with the highest potential loadings to Santa Monica Bay, such as those that are more heavily urbanized. BMPs should also be targeted to reduce potential PCB loads from industrial and construction runoff as studies have shown that these may be a major source of PCBs. The report recommends implementation of a PCB Source Identification and Control program within stormwater permits to evaluate and identify controllable sources of PCBs. These sources may include PCB contributions to wastewater from buildings with PCB containing sealants that are scheduled for remodeling or demolition.

TABLE 4.11-3
ADOPTED TMDLS FOR SANTA MONICA BAY

Water Body	Polutant	Expected Completion
Santa Monica Bay	Dry Weather Bacteria (Beaches)	July 15, 2006
	DDT	2 years for water, 11 years sediment*
	Wet Weather Bacteria (Beaches)	July 15, 2021
	Debris	Being reconsidered
	PCBs	2 years for water, 22 years sediment*

* Timeline has uncertainty but is based on the placement of the cap on the contaminated areas of the Palos Verdes shelf.

SOURCE: LARWQCBTMDL. Available at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/tmdl/Established/SantaMonica/FinalSantaMonicaBayDDTPCBsTMDL.pdf and https://www.waterboards.ca.gov/about_us/performance_report_1516/plan_assess/docs/fy1314/11112_r4_santamonicabaybeaches_bacteria.pdf. Accessed October 25, 2019; EPA, Santa Monica Bay Total Maximum Daily Loads for DDT and PCBs, November 2012

4.11.3.2 State

The California Environmental Protection Agency (CalEPA) is charged with developing, implementing, and enforcing the state's environmental protection laws. The SWRCB, a branch of Cal-EPA, is responsible for implementing the CWA through a range of water quality regulations.

1969 Porter-Cologne Water Quality Control Act (California Water Code)

This Act grants the SWRCB ultimate authority over state water rights and water quality policy and establishes nine Regional Water Quality Control Boards to oversee water quality on a day-to-day basis at the local/regional level. This Act is the basic water quality control law for California

and works in concert with the federal CWA. The Porter-Cologne Act states that a RWQCB may include water discharge prohibitions applicable to particular conditions, areas, or types of waste within its regional plan. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative.

Construction General Permit

The SWRCB regulates storm water runoff from construction activities under Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ. Construction activities subject to the NPDES Construction General Permit include sites that disturb at least 1 acre, and small construction sites less than 1 acre but part of a larger common plan of at least 1 acre. The Order requires that, prior to beginning any construction activities, the permit applicant must obtain coverage under the General Construction Permit by preparing and submitting a Notice of Intent (NOI) and an adequate Storm Water Pollution Prevention Plan (SWPPP). The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in storm water and non-storm water discharges. Required elements of a SWPPP include: (1) site description addressing the elements and characteristics specific to the site; (2) descriptions of BMPs for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements; and (6) non-storm water management. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

2009 California Ocean Plan

Section 13000 of Division 7 of the California Water Code sets forth limits or levels of water quality characteristics for ocean waters of the state to ensure the reasonable protection of beneficial uses and the prevention of nuisance. Pursuant to California Water Code section 13263(a), the requirements of the NPDES program implement the Ocean Plan.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). The SGMA requires local governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing the required sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline (California Department of Water Resources, 2019a).

SGMA empowers local agencies to form groundwater sustainability agencies (GSAs) to manage basins sustainably, and requires those GSAs to adopt groundwater sustainability plans (GSPs) for crucial groundwater basins in California. According to the Act, GSA's must be formed by June 30, 2017, and they have until January 21 2022 to develop their GSPs (California Department of Water Resources, 2019a).

The Cities of Santa Monica, Los Angeles, Beverly Hills, and Culver City, as well as Los Angeles County, are all stakeholders in the local groundwater basin (e.g., the Santa Monica Basin). However, Santa Monica is the only entity currently pumping water from the basin, with groundwater providing approximately 75 percent of the City's total water needs. As such, Santa Monica has been designated the GSA for the Santa Monica Basin, established the Santa Monica Groundwater Sustainability Agency (SMBGSA) in June 2017, and will lead the other stakeholders in preparation of the required GSP (California Department of Water Resources, 2019b).

The Santa Monica Basin is designated by the SGMA Basin Prioritization Dashboard as a medium priority basin. Therefore, the SGMA requires that this basin reach sustainability by 2042 (California Department of Water Resources 2019c).

4.11.3.3 Regional

Water Quality Control Plan for the Los Angeles Region (Basin Plan)

The LARWQCB maintains the Basin Plan in accordance with federal and State Law. The Basin Plan establishes beneficial uses for surface and groundwater in the region, and sets forth the regulatory water quality standards to protect those designated beneficial uses. Where multiple designated beneficial uses exist, water quality standards must protect the most sensitive use. In cases where the Basin Plan does not contain a water quality objective for a particular pollutant, other criteria are used to establish a standard. Other criteria may be applied from SWRCB documents (e.g., the Inland Surface Waters Plan and the Pollutant Policy Document) or from water quality criteria developed under Section 304(a) of the CWA. Permits issued to control pollution (i.e. waste discharge requirements and NPDES permits) must implement Basin Plan requirements (i.e. water quality standards), taking into consideration beneficial uses to be protected.

Municipal Separate Storm Sewer System (MS4) NPDES Permit

As described above, the CWA establishes the NPDES Program to regulate the discharge of pollutants. Operators of MS4s are required to obtain permit coverage for municipal discharges of storm water and non-storm water to waters of the U.S. In Los Angeles County (except for the City of Long Beach), the permitting program is implemented by the LARWQCB under NPDES permit No. CAS004001 (Final Order No. R4-2012-0175), which went into effect in December 2012. This MS4 NPDES permit covers 86 permittees, which include the City.

The provisions of this MS4 NPDES permit are intended to develop, achieve, and implement a timely, comprehensive, cost-effective storm water pollution control program to reduce the discharge of storm water pollutants. Pursuant to the CWA, the MS4 NPDES permit includes effluent limitations and other provisions to implement the TMDLs for the water bodies that have been classified as impaired on the state's 303(d) List. The MS4 NPDES permit prohibits certain non-storm water discharges, and sets forth requirement for construction and operations activities as follows:

Construction

For all construction sites less than 1 acre that disturb soil, permittees must require the implementation of an effective combination of erosion and sediment control BMPs to prevent erosion and sediment loss, and the discharge of construction wastes. For all construction sites one-acre or more that disturb soil, permittees must require the preparation or submission an Erosion and Sediment Control Plan (ECSP) prior to the disturbance of land. The ESCP must contain appropriate site-specific construction site BMPs for controlling erosion during excavation and grading activities. ESCPs must include the elements of a SWPPP and must address methods to minimize footprint of disturbed area, methods to protect native vegetation and trees, sediment/erosion control, non-storm water controls (e.g., vehicle washing, dewatering), materials management (delivery and storage), spill prevention and control, and waste management (e.g., concrete washout/waste management; sanitary waste management). SWPPPs prepared in accordance with the NPDES Construction General Permit can be accepted as ESCPs.

Operation

The municipal NPDES MS4 Permit requires that permittees, including the City, implement operational storm water runoff controls for new development and redevelopment projects. Under the municipal NPDES MS4 Permit, these projects must be designed to minimize the footprint of the impervious area and to use LID strategies to disconnect the runoff from impervious area. Projects must be designed to retain, onsite, the storm water runoff resulting from either the 0.75 inch per 24-hour storm or the 85th percentile storm as defined in the Los Angeles County 85th percentile, 24-hour storm isohyetal map, whichever is greater. Storm water runoff may be retained onsite by methods designed to intercept rain water via infiltration, bioretention, and harvest and reuse. Reuse of collected stormwater runoff would be restricted to non-potable uses which would be overseen by the Los Angeles County Department of Public Health, Environmental Health Division. Examples of LID BMPs that may be employed to meet the storm water retention requirements include rain gardens, bioswales, pervious pavement, green roofs, and rainwater harvesting for use in landscape irrigation. As discussed below, to implement the requirements of the MS4 NPDES permit, the City's Urban Runoff Mitigation Ordinance was updated in 2017.

Construction Dewatering General Permit

The LARWQCB also regulates discharges of groundwater from construction activities in the coastal watershed of Los Angeles County under Order No. R4-2013-0095 (NPDES Permit No. CAG994004), which was adopted on June 6, 2013. Discharges covered by this permit include, but are not limited to, treated or untreated groundwater generated from permanent or temporary

dewatering operations. This permit applies to all construction dewatering activities conducted in the City; and includes effluent and receiving water limitations for metals and other potential contaminants in discharges from dewatering operations, as well as monitoring and reporting requirements. Similar to the Construction General Permit, the construction operator must submit a NOI to discharge groundwater generated from construction dewatering operations in accordance with the requirements of this Permit. The NOI must include such information as the intended reuse or disposal of the wastewater, the nature of wastewater treatment, the discharge point of the wastewater, and the nature of the receiving waters.

Standard Urban Stormwater Mitigation Plan (SUSMP)

The Municipal NPDES MS4 Permit discussed above defines the minimum required BMPs that must be adopted by the permittee municipalities and included by developers within plans for facility operations. To obtain coverage under this permit, a developer must obtain approval of a project-specific SUSMP from the appropriate permittee municipality.

A SUSMP addresses the discharge of pollutants within stormwater generated following new construction or redevelopment. Under recent regulations adopted by the LARWQCB, projects are required to implement a SUSMP during the operational life of a project to ensure that stormwater quantity and quality is addressed by incorporating BMPs into project design. This plan defines water quality design standards to ensure that stormwater runoff is managed for water quality concerns and to ensure that pollutants carried by stormwater are confined and not delivered to receiving waters. Applicants are required to abide by source control and treatment control BMPs from the list approved by the LARWQCB and included in the SUSMP. These measures include infiltration of stormwater into the ground, as well as filtering runoff before it leaves a site. This can be accomplished through various means, including the use of infiltration pits, flow-through planter boxes, hydrodynamic separators, and catch basin filters.

In combination, these treatment control BMPs must be sufficiently designed and constructed to treat or filter the first three-quarters of an inch of stormwater runoff from a 24-hour storm event, and post-development peak runoff rates and volumes cannot exceed peak runoff rates and volumes of pre–development conditions. Permittees are required to adopt the requirements set forth herein in their own SUSMP. Additional BMPs may be required by ordinance or code adopted by the Permittee and applied in a general way to all projects or on a case by case basis.

National Pollutant Discharge Elimination System Permit – General Construction Permit

The SWRCB issued a statewide NPDES General Permit for stormwater discharges associated with construction activities ("Construction General Permit"), in accordance with federal stormwater regulations. The most recent update to the Construction General Permit adopted by the SWRCB became effective July 2010 and amended in 2012 (Order 2009-0009 DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ).

Projects planning construction activities that disturb an area greater than one acre are required to file a Notice of Intent (NOI) with the appropriate RWQCB to discharge under the Construction

Permit. For these projects. California mandates requirements for all construction activities disturbing more than one acre of land to develop and implement Stormwater Pollution Prevention Plans (SWPPP). A SWPPP is meant to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public storm drain system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

The SWPPP must be completed and certified by the developer and BMPs implemented prior to the commencement of construction, and may require modification by a developer during the course of construction as conditions warrant. When project construction is complete, a developer is required to file a Notice of Termination ("NOT") with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

A NPDES Permit for dewatering discharges was adopted by the LARWQCB on June 6, 2013 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004). Similar to the Construction General Permit, to be authorized to discharge under this Permit the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit. The following should be included with the NOI form:

- The feasibility study on conservation, re-use, and/or alternative disposal methods of the wastewater;
- Description of the treatment system;
- The type of chemicals that will be used (if any) during the operation and maintenance of the treatment system;
- Flow diagram of the influent to the discharge point;
- Preventative maintenance procedures and schedule for the treatment system;
- The treatment system to be used for removing toxic pollutants from the wastewater (if applicable); and
- A demonstration that the Discharger has considered sewering, infiltration, re-use, or other discharge options and that it is infeasible to discharge to the sanitary sewer system or to re-use the dewatered groundwater/wastewater. If partial re-use is feasible the Discharger shall state so.

Upon receipt of the application, the Executive Officer shall determine the applicability of this Permit to such a discharge. The developer must obtain and analyze a representative sample of the groundwater to be treated and discharged under the permit. If the discharge is eligible, the Executive Officer shall notify the developer that the discharge is authorized and prescribe an appropriate monitoring and reporting program. For new discharges, the discharge shall not commence until receipt of the Executive Officer's written determination of eligibility for

coverage under this General Permit or until an individual NPDES permit is issued by the RWQCB.

4.11.3.4 Local

Santa Monica Watershed Management Plan

The City's 2006 Watershed Management Plan (WMP) is the primary planning document for the provision of drainage facilities and protection of water quality within the Watershed. The WMP evaluates the capacity and condition of the storm drain systems to provide adequate flood protection, and identifies projects, programs, strategies and funding mechanisms for maintaining the storm drain system and meeting storm water quality objectives. The WMP addresses the complete range of pollutants contained in urban runoff during both dry and wet weather.

The mission of the Watershed Management Plan (WMP) is "to restore a healthier balance between the urban environment and the natural ecosystem, including Santa Monica Bay, by reducing the pollution in urban runoff, reducing urban flooding, and increasing water conservation, recreational opportunities, open space, and wildlife and marine habitat." To support the Mission Statement, the following goals that have been established for the Plan: (1) reduce urban runoff pollution, (2) reduce urban flooding, (3) increase water conservation, (4) increase recreational opportunities and open space, and (5) increase wildlife and marine habitat. The WMP proposes a long-term vision, as well as the interim steps needed for Santa Monica to achieve an integrated and sustainable management of its urban water resources.

The WMP evaluates the capacity and condition of the storm drain systems to provide adequate flood protection, and identifies projects, programs, strategies and funding mechanisms for maintaining the storm drain system and meeting storm water quality objectives. The WMP addresses the complete range of pollutants contained in urban runoff during both dry and wet weather.

Santa Monica Land Use and Circulation Element (LUCE)

The LUCE is the land use and transportation planning document that governs existing and future land uses and establishes goals, policies, and development criteria for land uses and circulation in the City. Chapter 3.1 of the LUCE addresses Sustainability and Climate Change. The Chapter provides an overall approach to planning that addresses the range of environmental topics that are subject to climate change and the efficient use of non-renewable resources. Included within Chapter 3.1 are the following policies pertaining to water resource management and use:

> Policy S6.2: Implement the recommendations of the 2005 Santa Monica Urban Water Management Plan, including increasing water supply and conservation measures such as the City's no waste ordinance, landscape ordinance, wastewater control ordinance, and low-flow ordinance, and complete an assessment of the viability of additional urban runoff recycling.
>
> Policy S6.3: Implement landscape water conservation requirements for new construction projects.
>
> Policy S6.4: Continue to remediate the City's own contaminated groundwater supply.

Santa Monica General Plan Conservation Element

The Conservation Element (1975) sets forth policies and programs to ensure proper management and conservation of the City's natural resources, including water resources. The following are applicable policies and programs:

Policy 4: The City shall actively participate in the protection of water shed areas affecting Santa Monica water supplies.

Policy 6: The City shall protect the City's aquifers from contamination by controlling all forms of access or contact such as private wells, industrial dumping or any other type of intrusion into the aquifers which may affect the water quality.

Policy 11: The Public Works Department shall continue to maintain adequate storm drainage and runoff systems to accommodate flood control requirements.

Program 3: Monitoring programs shall be maintained to insure constant adherence to prevailing standards of water quality.

Program 5: The water division shall protect the potable water system from accidental or malicious introduction of contaminants.

Santa Monica Municipal Code Chapter 7.10 – Runoff Conservation and Sustainable Management Ordinance

The Runoff Conservation and Sustainable Management Ordinance became effective July 1, 2017 and updates the City's previous Urban Runoff Mitigation Ordinance. The purpose of this ordinance (Urban Runoff Mitigation Ordinance) is to address urban runoff pollution by reducing runoff volume and pollution from existing residential and non-residential properties and from future developments. The goal is to ensure that a project maximizes onsite storage and use, percolation, or evapotranspiration of runoff through a hierarchy of post-construction Low Impact Development (LID) requirements. This ordinance requires onsite rainwater collection and non-potable water use for properties 15,000 square feet or greater. Throughout operation, new developments are required to implement good housekeeping practices to minimize polluted runoff and prepare a Runoff Mitigation Plan.

SMMC Section 7.10.090 requires that that the applicants for development projects in the City submit a Runoff Mitigation Plan to the Department of Public Works for review and approval at the time of building permit application submittal. The Runoff Mitigation Plan must demonstrate that the project would be able to store and use for non-potable and/or potable purposes, infiltrate, or evapotranspire the calculated SWQDv (e.g., the water volume generated by a 0.75-inch twenty-four-hour storm event) through incorporation of LID design element(s) and Green Infrastructure (e.g., rainwater or stormwater harvesting for non-potable uses, temporary storage and infiltration into the ground, bio-retention-infiltration, bioswales, bio-infiltration pervious pavement), or alternatively, pay a Runoff Reduction Fee unless payment of such a fee is

precluded by Section 7.10.090(v).[13] The Ordinance are implements the requirements of the MS4 NPDES permit that covers Los Angeles County including the City of Santa Monica.

4.11.4 Environmental Impacts

4.11.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). The Appendix G questions for hydrology and water quality include the following:

Would the Project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    i. result in substantial erosion or siltation on or off-site or in a manner which would result in flooding on- or off-site;
    ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
    iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    iv. impede or redirect flood flows.
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

<u>Non-Applicable Checklist Questions:</u>

The following questions relative to hydrology and water quality were considered in the Initial Study and it was determined that no impacts or less than significant impacts would occur.

[13] The one-time in-lieu fee paid to the City by an applicant pursuant to Section 7.10.050 (q) is used by the City to implement improvements in support of the City's Watershed Management Plan.

C, iv. (*impede or redirect flood flows)*: The Project Site is currently developed and based on the Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Maps ("FIRM"), the Site and the surrounding vicinity are not located within a 100-year flood plain.[14] As a result, there would be no impact related to impeding or redirecting flood flows.

d. (*flood hazard, tsunami, or seiche*): As noted above, the Project Site is not located within a flood hazard zone. The Project Site is elevated above sea level at elevations ranging from approximately 95 to 107 feet above mean sea level and is located outside of any tsunami inundation hazard zone. There are no enclosed or semi-enclosed bodies of water in the vicinity of the Site that would make it susceptible to seiche wave inundation.

Therefore, no further analysis on these two criterion are provided in the EIR.

Based on the above, impacts regarding hydrology and water quality would be significant if the Project would:

HYDRO-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYDRO-2: Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HDYRO-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- result in substantial erosion or siltation on or off-site or in a manner which would result in flooding on- or off-site;
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

HYDRO-4: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Methodology

The hydrology analysis considers the proposed changes in the configuration of the existing on-site buildings, driveways, and landscaping and whether such changes would alter drainage patterns, result in changes in stormwater flows, or affect groundwater. The analysis in this

[14] Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1569F, Effective Date: September 26, 2008.

section is based in part on the technical memorandum, *Miramar Hotel Revitalization: Project Description – Infrastructure & Stormwater Management* prepared by Fuscoe Engineering, included as Appendix J of this EIR.

Hydrology

The analysis of hydrology impacts includes a calculation of pre-Project and post-Project runoff rates during a 10-year storm event. Potential impacts to the storm drain system were analyzed by comparing the calculated pre-Project runoff rates to the calculated post-project runoff rates, taking into consideration the capacity of the existing storm drain system serving the Project Site and the Project's mandatory compliance with applicable state and local regulations addressing stormwater runoff (such as implementation of BMPs).

Water Quality

The analysis of water quality identifies the potential types of pollutants associated with construction and operation of the Project and considers their effects on water quality. Water quality impacts were assessed by considering the types of pollutants and/or effects on water quality likely to be associated with construction and operation of the Project, Project features to treat contaminants, and expected contaminant flows with Project implementation. Project consistency with relevant regulatory permits/requirements, including BMPs and applicable plans, is evaluated to demonstrate how compliance would ensure that the Project would not significantly degrade existing water quality. The analysis of water quality impacts takes into consideration the Project's mandatory compliance with applicable state and local regulations addressing stormwater runoff.

4.11.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding hydrology and water quality from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.11.4.3 Project Characteristics

The Project would rehabilitate and adaptively re-use the existing landmarked Palisades Building and retain the landmark Moreton Bay Fig Tree. Other existing buildings on the Hotel Parcel would be demolished. Two new buildings would be constructed on the Hotel Parcel as well as three-levels of subterranean parking and back-of-house floor area beneath the newly constructed buildings and open space. In addition, asphalt would be removed from the Second Street Parcel. The Project would require mass grading and excavation where existing structures would be replaced. Excavation would occur to a maximum depth of approximately 35 feet on the Hotel Parcel. Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage.

The Project has been designed to limit the building footprint and maximize the amount of open space and landscaping on-site, including the Public Plaza and Gardens, the Miramar Gardens, and interior landscaped areas north of the proposed Ocean Building. The net effect of these efforts is that the Project would decrease the existing Hotel Parcel's impervious surfaces from 83.4 percent to 69.2 percent following redevelopment of the Project Site. Although much of the new pervious surface area would be underlain by subterranean parking structures that are impervious from a groundwater infiltration perspective, landscaping would be effective in limiting stormwater runoff from discharging off the site.

The Second Street Parcel would be redeveloped with affordable housing above one-level of subterranean parking. Open space would occur in the form of private balconies and other spaces that would decrease the impervious surface area from 100 to 90 percent.

The Project would comply with NPDES and City requirements, where BMPs would be implemented to address water quality issues during both construction and operation of the Project. Construction BMPs would include but not be limited to street sweeping and vacuuming, sand bag barriers, storm drain inlet protection, wind erosion control, and stabilized construction entrances and exits. For operational BMPs, infiltration was evaluated and because of the Project's location within the City's slope instability zone, it was rejected. Other operational BMPs would include the installation of a system to harvest and re-use (for non-potable purposes), Project-generated runoff during a 0.75-inch (8,319 cubic feet for the Hotel Parcel and 843 cubic feet for the Second Street Parcel) storm event (Fuscoe, 2019). The Second Street Parcel is below the 15,000 square feet threshold and can therefore, opt to pay a fee in lieu of providing a harvest system.

4.11.4.4 Project Impacts

HYDRO-1*:* Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact Statement HYDRO-1: *During Project construction, the implementation of BMPs in accordance with the NDPES permit and Santa Monica Urban Runoff Pollution Plan would reduce the potential for pollutants (e.g., sediments, demolition materials, debris) to enter stormwater flows. During Project Operation, implementation of BMPs developed in accordance with the Santa Monica Urban Runoff Pollution Plan, or the payment of a fee, would ensure stormwater runoff leaving the Project Site does not significantly impact the water quality of receiving water bodies. Therefore, Project impacts would be less than significant.*

Construction Impacts

Construction of the Project would involve site preparation activities including excavation and grading. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Moreover, Project construction would require the use of typical construction-related hazardous materials, including petroleum products, paints and solvents, and detergents. Further, concrete pouring and mixing could result in these materials

entering into runoff flows from the Project Site. Lastly, the Project would require the demolition and removal of electrical transformers and lighting ballasts that may contain PCBs. As a result, Project construction would include sources of pollution that could potentially affect the quality of the receiving water (i.e., Santa Monica Bay) during the construction period.

Nonetheless, as the construction site would be greater than one acre, the Project would be required to obtain a NPDES General Construction Activity Permit (SWRCB Order No. 2009-0009-DWQ) from the LARWQCB. In accordance with the requirements of the permit, the Project would implement a SWPPP that would specify BMPs and erosion control measures to be used during Project construction, in combination with other regulations, to prevent pollution from leaving the Project Site in runoff flows during construction. The Applicant would be required to submit a NOI package to the LARWQCB prior to the start of construction; the NOI package would include a copy SWPPP for review by the LARWQCB.

BMPs outlined in the SWPPP would be informed by the requirements of the City's Runoff Conservation and Sustainable Management Ordinance (SMMC Chapter 7.10) and could include, but not be limited to, street sweeping and vacuuming, sand bag barriers, storm drain inlet protection, wind erosion control, and stabilized construction entrances and exits. In accordance with the ordinance, a copy of the SWPPP shall be submitted to the LARWQCB and the City at the same time. The SWPPP would require that BMPs minimize pollutants and reduce runoff to levels that comply with applicable water quality standards. In accordance with SMMC Section 7.10.060, the following urban runoff reduction requirements are required to be implemented during construction:

- Polluted runoff (including runoff containing sediments and/or construction wastes) shall not leave the construction parcel. No wash water from any type of cement and concrete machinery or concrete mix truck shall be allowed to leave the construction parcel. Any washing of equipment in the right-of-way shall be contained and properly disposed of.
- For any paint removal, paint preparation, or sandblasting activities that will result in particles entering the air or landing on the ground, BMP steps shall be implemented to prevent or minimize to the maximum extent practicable such particle releases into the environment.
- Plastic covering shall be utilized to prevent erosion of an otherwise unprotected area, e.g., exposed or open to elements, along with treatment control BMPs to intercept and safely convey the runoff to the MS4.
- No washing of construction or other vehicles shall be allowed adjacent to a construction parcel. No polluted runoff from washing vehicles on a construction parcel shall be allowed to leave the parcel.

Implementation of BMPs developed in accordance with the requirements of the NPDES permit and the City's Runoff Conservation and Sustainable Management Ordinance would ensure that polluted runoff does not leave the Project Site during construction activities. In combination with applicable regulations governing hazardous materials, these BMPs would also ensure that pollutants related to Project demolition and construction would not leave the Project Site. Please refer to Section 4.10, *Hazardous Materials*, of this Draft EIR for a description of measures to reduce potential releases of hazardous materials.

With regard to groundwater, Project construction would require excavation for the subterranean parking, which would occur to a maximum depth of approximately 35 feet. The Preliminary Geotechnical Evaluation concluded that because groundwater is expected at depths of greater than 74 feet bgs, excavations to a maximum depth of approximately 35 feet would not encounter groundwater. If the development of pile shafts should encounter groundwater, only a limited amount of groundwater would be encountered. The Phase I Environmental Site Assessment for the Project Site, which is provided in Appendix I of this EIR, concluded that there were no recognized environmental conditions present that warranted further investigation. (Also see Section 4.10, Hazards and Hazardous Materials, of this EIR.) Nonetheless, if groundwater is encountered during the development of pile shafts, it would be tested, treated, and disposed of in accordance with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, General NPDES Permit No. CAG994004). With adherence to applicable regulations, adverse impacts to groundwater quality would be avoided through implementation of BMPs recommended for such construction activity.

In conclusion, while Project construction activities on the Hotel Parcel and the Second Street Parcel have the potential to expose soils to the effects of wind and water erosion that could impact the water quality of receiving water bodies (i.e., Santa Monica Bay), adherence to applicable federal, state, and local regulations would ensure that these materials do not enter runoff flows leaving the Project Site. Therefore, through compliance with applicable regulations, construction-related impacts to hydrology and water quality would be less than significant.

Operational Impacts

As discussed above, dry weather runoff is not permitted to leave the Project Site under existing conditions in accordance with NPDES and City regulations. This requirement would apply to the future development on the Hotel Parcel and the Second Street Parcel as well. As such, the Project would result in a less than significant impact with regard to dry weather flows and the following discussion pertains to wet weather (i.e., stormwater) runoff.

As discussed above, the Project would reduce the amount of impervious surface area through the provision of additional open space. Impervious surface area on the Hotel Parcel would be reduced from 83.4 percent impervious to 69.2 percent while the Second Street Parcel would be reduced from 100 percent to 90 percent impervious with the Project.

Implementation of the Project would include impervious surface areas that are relatively similar in type to those currently on the Project Site (e.g., building rooftops, driveways, pedestrian walkways, pool surface areas), although surface parking lots would be eliminated and parking would be placed in subterranean structures. Thus, the parking structure would contain pollutants typical of urban development (e.g., nutrients, oil and grease, metals, organics, pesticides, non-chemical pollutants such as trash, debris, and bacteria). Pervious surface areas would increase with the Project, more so for the Second Street Parcel, and with more open space there would be an ability to retain stormwater longer and prevent pollutant runoff. Furthermore, the elimination of surface parking would reduce the amount of surface pollutants generated on the Project Site.

Thus, as discussed in detail under Impact Statement HYDRO-2 below, by reducing the amount of impervious surface area on the Project Site and construction of a cistern to collect and reuse stormwater runoff, the Project is anticipated to result in a decrease in stormwater flows from the Project Site. As such, there would also be a corresponding reduction in stormwater pollutants leaving the Project Site as well as a reduction in stormwater pollutants due to the elimination of surface parking. Therefore, Project operation is not anticipated to result in a substantive decline in the water quality associated with stormwater flows.

Nonetheless, the Project would still be subject to federal, state, and local regulations pertaining to operational water quality. For instance, the Project is subject to the City's Runoff Conservation and Sustainable Management Ordinance requirements which implements the NPDES. Therefore, the Applicant would be required to prepare and implement a Runoff Mitigation Plan through the operational life of the Project. Long-term operational requirements in the Runoff Mitigation Plan would include LID requirements, good housekeeping practices and BMPs to minimize polluted runoff in accordance with the City's Ordinance. In addition, the Project would be required to store and use (for non-potable purposes), infiltrate, or evapotranspire Project-generated runoff during a 0.75-inch storm event, or alternatively, pay the City an urban runoff-reduction fee. Reuse of any collected stormwater in the proposed cistern would be subject to Los Angeles County Department of Public Health, Environmental Health Division to ensure protection of public health.

BMPs that may be implemented by the Applicant in compliance with the City's Runoff Conservation and Sustainable Management Ordinance include the use of permeable surfaces, directing downspouts to permeable surfaces instead of to the storm drain system, the use of green roofs or other rooftop catchment units, and good housekeeping processes such a litter removal and control of waste containers. The BMP provisions set forth in the Urban Runoff Mitigation Plan would be implemented throughout the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. Given that the existing Hotel was developed prior to the regional and local requirements to improve post-development water quality, and a reduction in impervious surfaces, including elimination of surface parking areas and associated pollutants, the Project is likely to improve stormwater quality leaving the Project Site with the implementation of these BMPs.

With regard to the Second Street Parcel, if all or a portion of stormwater runoff requirements (i.e., store, infiltrate, or evapotranspire 0.75-inch storm event) is addressed through the payment of a fee to the City in accordance with SMMC Section 7.10.050(r), the City would utilize these fees to exclusively construct LID post-construction BMPs designed to achieve at least the same level of water quality protection as if all of the runoff was retained on the Second Street Parcel.

Current BMPs in the storm drain system serving the Project Site (both parcels) include screens in all storm drains on adjacent streets. In addition, the 90" stormwater pipe in Wilshire Boulevard (which collects all stormwater flows from the Project Site including both parcels) includes a subterranean, two-stage water quality treatment unit at Palisades Park, which includes a CDS unit that screens and settles out gross pollutants (i.e., floatables, sediment, and oil and grease) during wet weather flows. Thus, this water quality treatment unit removes the wet weather 303(d) and TMDL-listed contaminants of the Santa Monica Bay (i.e., debris, bacteria). All dry weather

flows in the 90" storm would continue to be routed to the SMURFF after being treated by the water quality treatment unit. Fees collected by the City would be used to fund the continued operation and maintenance of these units, or to develop additional BMPs. Therefore, with implementation of BMPs outlined in the Project's operation SUSMP and Urban Runoff Mitigation Plan, or the payment of fees, Project operational impacts related to violation of water quality standards and waste discharge requirements would be less than significant.

HYDRO-2*:* Would the project substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Statement HYDRO-2: *No groundwater production wells are located in the Project vicinity. Although Project operation would reduce the amount of impervious surface area on the Project Site, it would be minor and would not increase groundwater infiltration to an extent that would impact the stability of the coastal bluff. Therefore, Project impacts would be less than significant.*

Construction Impacts

As discussed above, the construction of the Project would require excavation to a depth of approximately 35 feet bgs on the Hotel Parcel and between 15 and up to 30 feet on the Second Street Parcel. As indicated in the Preliminary Geotechnical Evaluation prepared for the Project groundwater is expected at depths of 62 to 93 feet bgs and therefore, excavations to a maximum depth of approximately 35 feet would not encounter groundwater. Any groundwater encountered would be limited and dewatering (pumping) would likely not be necessary. Therefore, a less than significant impact would result.

As discussed in more detail in Section 4.8 *Geology and Soils* and below, the coastal bluff at the western edge of Palisades Park is susceptible to landsliding resulting from excessive soil saturation. To prevent additional soil saturation during Project construction, in accordance with standard construction practices, underground utility lines would be identified prior to the start of construction, and would be avoided or closed off to prevent leaks that could result in excessive ground saturation. During Project construction, stormwater would be directed to existing City stormwater catchments catch basins located on nearby City streets as under existing conditions. If the development of pile shafts should encounter groundwater, it would be captured and treated in accordance the LARWQCB's Waste Discharge Requirements. As a result, Project construction would not increase the potential for landsliding associated with soil saturation, and a less than significant impact would result.

Operational Impacts

The Project does not include new groundwater production wells that could reduce groundwater supply.

The Project would not notably affect groundwater infiltration. The Project would decrease the amount of impervious surface area on the Hotel Parcel from 83.4 percent under existing conditions to 69.2 percent and from 100 to 90 percent on the Second Street Parcel. Normally this decrease in the amount of impervious surface area compared with existing conditions would result in a corresponding increase in groundwater infiltration (less than 1.3 percent). However, this would not necessarily be the case for the Project because much of the new pervious surface area would be underlain by subterranean parking structures that are impervious from a groundwater infiltration perspective. The majority of the Second Street Parcel would continue to be impervious from a groundwater recharge perspective because it would also be underlain by a subterranean parking structure. In addition, the City may require that the added pervious surfaces include liners to prevent any groundwater infiltration as the Project Site is located within a prohibited infiltration area. Therefore, the Project is not anticipated to result in a material change to groundwater infiltration or groundwater levels at the Project Site. As discussed above, groundwater in the Project vicinity is not utilized for well or other production purposes, and the Project would not include any groundwater pumping onsite, as such, the Project would result in a less than significant impact with respect to groundwater recharge and groundwater levels.

As discussed in detail in Section 4.8, *Geology and Soils*, of this EIR, the coastal bluff at the western edge of Palisades Park has the potential for landsliding attributed to saturation of bluff soils from excessive rainfall and/or utility malfunction, among other factors. Because the Project would not result in a material change in groundwater infiltration of groundwater levels, it would not increase pore water pressure at the coastal bluff or increase the potential for landsliding. Additionally, soil water pressure would continue to remain below the historic levels that resulted in bluff instability because of stormwater diversion structures at Palisades Park and the measures implemented as part of the City's Palisades Bluffs Stabilization Project, upgraded drainage improvements at Palisades Park, and restrictions on stormwater infiltration for properties west of 4th Street. Therefore, the Project would result in a less than significant impact to soil water pressure and the stability of the costal bluff.

HYDRO-3*:* Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on or off-site or in a manner which would result in flooding on- or off-site;

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impact Statement HYDRO-3: *During Project construction and operation, stormwater would continue to flow to the existing municipal stormwater drainage system and the 90" stormwater pipe in Wilshire Boulevard. Further, BMPs would be implemented during construction and operation to prevent an alteration of existing stormwater drainage patterns and reduce the*

potential for pollutants to enter stormwater flows. Therefore, Project impacts would be less than significant.

Construction Impacts

Construction of the Project would involve site-preparation activities including excavation and grading. Such activities could cause minor alterations to on-site drainage and ponding during storm events. All stormwater generated during Project construction of both parcels would continue to be directed to existing City storm drains on adjacent streets, which ultimately flow to the 90" stormwater pipe in Wilshire Boulevard. As described under Impact Statement HYDRO-1 above, during construction a SWPPP and associated BMPs would be implemented in accordance with applicable City and LARWQCB regulations to provide for temporary stormwater management and prevent construction activities from adversely affecting the amount or direction of flow of surface water. As discussed above, if dewatering of groundwater were to be necessary, it would be accomplished in accordance with LARWQCB's Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Thus, the overall existing drainage pattern would be maintained during construction and would be controlled with BMPs so that substantial erosion or siltation would not occur. Therefore, Project construction would result in a less than significant impact.

Operational Impacts

Once constructed, stormwater from both parcels that is not captured by the harvest and re-use system[15] would continue to ultimately flow to the 90" storm drain in Wilshire Boulevard via the five storm drains in streets adjacent the Project Site. As discussed above, under existing conditions the Project Site is comprised of nine drainage subareas; eight on the Hotel Parcel and one on the Second Street Parcel. In terms of the capacity of the storm drain system serving the Project Site, the 90" storm drain in Wilshire Boulevard outfalls to the Pacific Ocean approximately 900 feet west of the Hotel Parcel via a diversion structure and pipeline under the Pier and beach parking lot that conveys weather runoff up to 85th percentile from Downtown to a 1,600,000-gallon underground tank prior to ocean discharge. As the Pacific Ocean effectively has an infinite capacity to absorb stormwater flows with no potential for erosion or flooding, the analysis focuses on the storm drain system leading up to the diversion structure and outfall, which includes the 90" diameter pipe, the subterranean water quality treatment project at Palisades Park, and the storm drains on adjacent streets.

The Project would reduce the eight drainage subareas on the Hotel Parcel to six drainage subareas. The overall drainage area would remain at 4.4 acres for the Hotel Parcel and remain unchanged for the Second Street Parcel. As discussed above, impervious surfaces on the Hotel Parcel would decrease ~~slightly~~ from ~~69.6~~83.4 to ~~69.3~~69.2 percent, and from 100 to 90 percent on the Second Street ~~p~~Parcel.

[15] The volume of water collected by the harvest and re-use system would not be substantial when compared to peak stormwater runoff volumes, as the primary intent of the system is to remove pollutants (Fuscoe 2019).

As shown in **Figure 4.11-2**, *Proposed Site Hydrology*, the drainage area flowing to the existing storm drains in California Avenue and 2nd Street would remain unchanged. As under existing conditions, the area draining to these storm drains would continue to consist of impervious surface areas typical of urban development (e.g., rooftops, pedestrian walkways, driveways). Thus, as shown in **Table 4.11-4**, *Project Stormwater Flows to Storm Drains,* stormwater flows to these storm drains would remain largely unchanged during a 10-year storm.

TABLE 4.11-4
PROJECT STORMWATER FLOWS TO STORM DRAINS

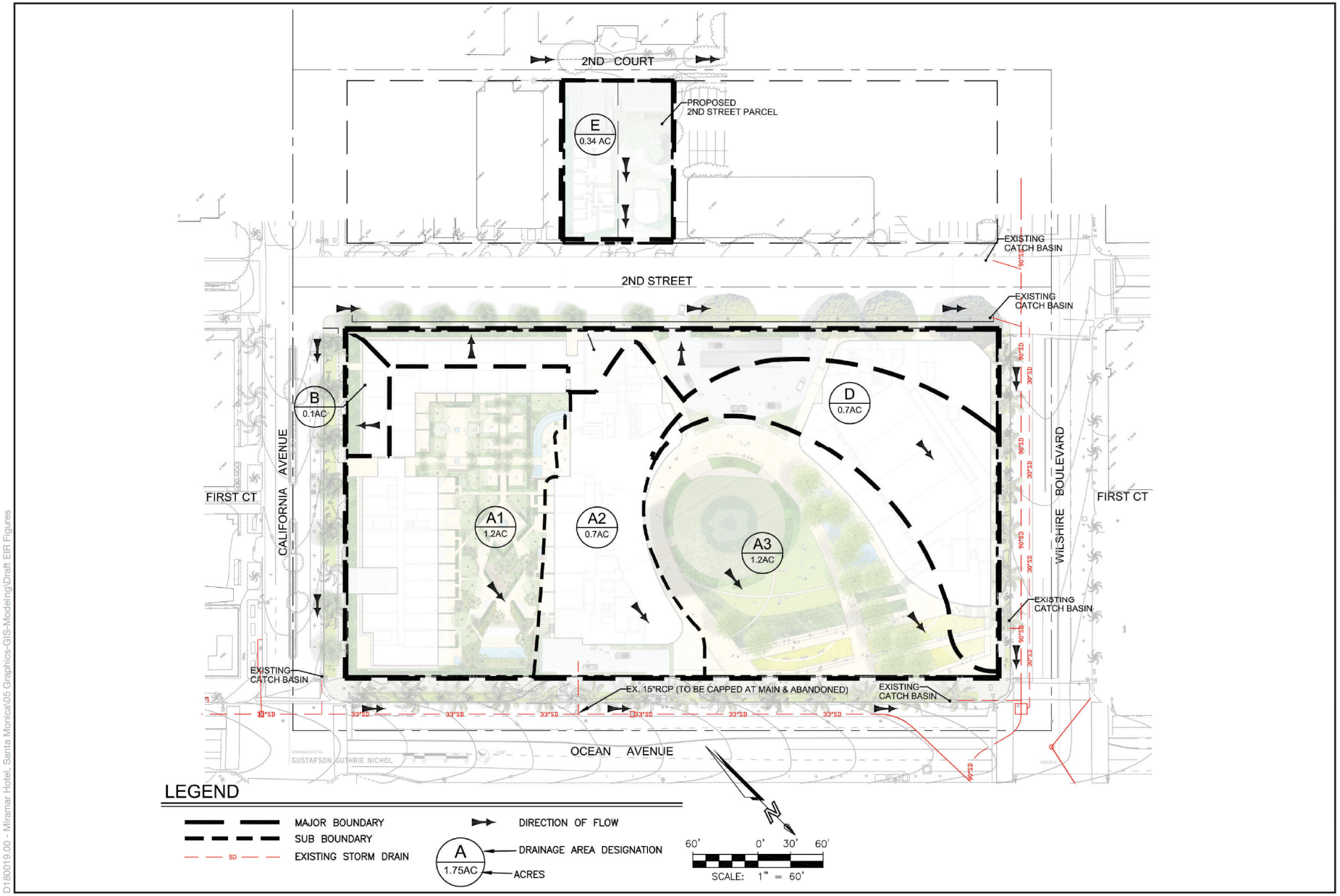
Storm Drain	10-Year Storm	Compared to Existing Conditions
Ocean Ave	**4.9** cfs	**3.6** cfs
California Ave	**0.2** cfs	**0.2** cfs
Wilshire Blvd	**1.1** cfs	**2.6** cfs
2nd St (Hotel Parcel)	**0.8** cfs	**0.8** cfs
2nd St (Second Street Parcel)	**0.8** cfs	**0.8** cfs
Total Project Flows	**7.8** cfs	**8.0** cfs

SOURCE: Fuscoe Engineering, 2019

As a result of the changes to the drainage areas, the area draining from the Hotel Parcel to Ocean Avenue would increase from 3.6 to 4.9 cfs under the Project, but would retain similar surface areas (i.e., rooftops, landscaped areas, pool area). The area draining from the Hotel Parcel to the Wilshire Boulevard catch basin would be reduced from 2.6 to 1.1 cfs. As a result, as shown in Table 4.11-4, total Project flows from the site would be the same during a 10-year storm when compared to existing conditions. As there are no existing deficiencies at these storm drains, the Project would result in a less than significant impact related to increases in the rate or amount of runoff.

The increase in area draining to the Ocean Avenue storm drain (including the lateral that feeds into Ocean Avenue storm drain) would increase by 0.9 acres (from 2.2 acre to 3.1 acres), although the amount of impervious surface area would be reduced as building rooftops and surface parking lots would be largely replaced by the Public Plaza and Gardens and Miramar Gardens.

All drainage from the Project Site would continue to ultimately drain to the 90” stormwater pipe in Wilshire Boulevard, which flows to the underground cistern at the Deaville Parking Lot and to the SMURFF before outfalling to the Pacific Ocean. As discussed above, all dry weather flows would be retained on site, and would thus not increase runoff to the existing stormwater infrastructure. Flows would also be conveyed to SMURFF prior to discharge into the Pacific Ocean. Further, the Project would slightly decrease the amount of impervious surface area on the two parcels, although not enough to alter the total peak storm flows. As shown in Table 4.11-4, the Project would result in the same stormwater flow volume to the 90” stormwater pipe in Wilshire Boulevard of 7.7 cfs during 10-year storm. As the existing 90” stormwater pipe is considered to be “not deficient” during a 10-year under existing conditions, the Project would not exceed the capacity of existing stormwater infrastructures such that alteration of a stream or river would occur, and a less than significant impact would result.



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SOURCE: Fuscoe Engineering, 2019

Miramar Hotel Project

Figure 4.11-2
Proposed Site Hydrology

ESA

With regard to the potential for the Project to provide substantial additional sources of polluted runoff, as discussed under Impact Statement HYDRO-1 above, the Project would decrease the amount of impervious surface area through the provision of increased open space areas. Pervious surface areas typically retain stormwater and pollutant loads more effectively than impervious surface areas, and as such, the Project is not anticipated to include contaminants in stormwater flows leaving the Project Site. In addition, the Project would implement SUSMP and LID requirements through the operational life of the Project in accordance with City and LARWQB requirements. With the implementation of required BMPs, the Project would not introduce substantial sources of polluted runoff, and a less than significant impact would result.

HYDRO-4*:* Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Statement HYDRO-4: *During Project construction and operation, adherence to the NDPES General Construction Permit, the regional MS4 and SUSMP requirements and the Santa Monica Urban Runoff Pollution Plan would ensure that there are no conflicts or obstructions to the water quality control plan for the Los Angeles RWQCB (Basin Plan).*

The City of Santa Monica provides water supply from imported water, local groundwater from 10 City wells, and a small amount of recycled urban runoff. Current planning has the City aiming to eliminate its reliability on imported water by addressing the challenge of existing groundwater quality, identifying new sources of local water supply, and more effectively reducing and managing its water demands. In 2014, the City developed an integrated Sustainable Water Master Plan (SWMP). This SWMP combines relevant components of existing plans with an evaluation of a broad range of water supply and demand management options to assist the City in meeting its goals. As discussed more fully in Section 4.20, *Utilities - Water,* the City's decision to become water self-sufficient is an internal City goal that does not preclude it from utilizing its Tier 1 imported MWD water allocation. Water available to the City through the year is far in excess of the City's projected water demand. However, the Project would have an estimated water demand of 19,134,042.5 gallons per year or 58.7 acre-feet per year, which is 33.4 percent reduction in water use compared to existing conditions. In addition, the Project would include the implementation of a harvest and re-use system that would be consistent with the goals of the SWMP to reduce the demands on the City water supply by being able to provide irrigation water from recycled water. Therefore, the Project would decrease the overall demand compared to existing conditions and would not conflict with a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

4.11.4.5 Cumulative Impacts

The geographic context for the analysis of cumulative impacts associated with hydrology and water quality is Santa Monica Bay Watershed. Cumulative development occurring within the Watershed area would have the potential to contribute to increased pollutant loading in urban runoff, change localized drainage patterns and effect the consumption of water resources.

The City manages and regulates drainage flows and water quality through its plans, programs and ordinances. As a permittee under the MS4 NPDES permit, the City must ensure that discharges to Santa Monica Bay are compliant with the regulating permit; and the City is obligated to implement LID BMPs and other methods to reduce the entry of pollutants into the City storm drain system and to reduce the overall amount of urban runoff entering Santa Monica Bay.

The Construction General Permit and the City's Runoff Conservation and Sustainable Management Ordinance require development and implementation of a SWPPP for all construction sites over 1 acre to mitigate potential impacts to water quality from polluted storm water runoff. Additionally, the City's Ordinance requires the implementation of LID BMPs to reduce pollutants in storm water runoff. Further, projects throughout the City would be required to meet the City's Runoff Conservation and Sustainable Management Ordinance requirements, including the requirement for all new development and redevelopment sites to store and use for non-potable purposes, infiltrate, or evapo-transpire (through landscape elements) site-generated runoff during a 0.75-inch or 85th percentile storm event through incorporation of BMPs or alternatively pay an urban runoff reduction fee. Compliance with existing regulations would prevent violation of water quality standards and minimize increases in urban runoff and the potential for contributing additional sources of polluted runoff.

In addition, the City manages potential impacts on groundwater through City's regularly updated Urban Water Management Plans and Sustainable Water Master Plan. Continued implementation of water conservation measures as part of these plans ensures that the groundwater is managed such that the groundwater aquifer is not withdrawn beyond the safe yield.

It should be noted that some of the cumulative development occurring will replace existing development that was constructed under less stringent standards than being applied today (including the proposed Project). As a result, some new development would decrease urban runoff as compared to existing conditions, and would also incorporate current BMP requirements that would result in improved water quality as compared to existing conditions.

Therefore, the City manages its drainage and water quality in a manner that is consistent with applicable regulatory requirements, regulations and plans. All cumulative development would be consistent with the City's Runoff Conservation and Sustainable Management Ordinance, and LARWQCB requirements that have been formulated to be protective of the TMDL's of the receiving waters and thus consistent with the Basin Plan.

Furthermore, as described in the project level analysis above, hydrology and water quality impacts of the Project would be limited. The Project Site is an infill site located within an urban developed area that would continue to be connected to the municipal storm drain system. The Project would be integrated into the existing drainage system, without altering off-site drainage systems, and would be subject to the implementation of LID BMPs to minimize pollutant runoff and/or in-lieu fees per the Runoff Conservation and Sustainable Management Ordinance. Therefore, the contribution of the Project to cumulative hydrology and water quality impacts would be less than cumulatively considerable.

4.11.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding hydrology and water quality from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.11.6 Level of Significance After Mitigation

With adherence to applicable regulations pertaining to hydrology and water quality, the Project would result in less than significant hydrology and water quality impacts.

4.12 Land Use and Planning

4.12.1 Introduction

This section describes the existing land uses in the Project area and evaluates Project consistency with City adopted land use goals, programs, policies and regulations, as well as regional plans and related planning policy documents and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The analysis is primarily focused on an assessment of consistency with the City's Land Use and Circulation Element (LUCE 2010, Revised 2015), the Downtown Community Plan (DCP 2017), the Housing Element, the Local Coastal Plan (Final Draft 2018 LUP), the City's Zoning Ordinance and Southern California Association of Government's (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS 2016) and Regional Housing Needs Assessment (RHNA).

4.12.2 Environmental Setting

4.12.2.1 Exiting Conditions

Regional Setting

The City of Santa Monica is an urbanized, incorporated community located in west Los Angeles County, approximately 15 miles west of downtown Los Angeles. The City is bounded on the north, south, and east by the City of Los Angeles and on the west by the Pacific Ocean. Surrounding communities include Pacific Palisades to the north, Brentwood and West Los Angeles to the east, and Mar Vista and Venice to the south. Santa Monica is directly accessible from the Los Angeles area via the Interstate-10 freeway (I-10, Santa Monica Freeway) and Interstate 405 (I-405). The I-10 freeway terminates at its western end at Pacific Coast Highway (PCH), which links Santa Monica to Malibu and the Santa Monica Mountains.

The City, which is developed with established residential, commercial, light industrial, and institutional uses, is organized around a grid system of streets providing a high level of connectivity within the City and to adjacent communities. This grid street system is interrupted by the I-10 freeway that bisects the City from east to west, dividing neighborhoods and districts north and south of the freeway.

Residential neighborhoods are the predominant land use in the City with a wide range of housing types and densities. Higher density multi-family homes and mixed-use structures located in the Downtown area and along major boulevards in the central portions of the City, which transition to lower density single-family neighborhoods outside the Downtown area. Commercial land uses include retail, restaurant, entertainment, office, and service commercial, which are concentrated within the Downtown area and along boulevards and avenues such as Broadway, Wilshire Boulevard, Santa Monica Boulevard, Lincoln Boulevard, and Colorado Avenue.

Several transit routes are also located in the vicinity, such as Santa Monica Big Blue Bus Rapid 7 Route, which stops at the intersection of Santa Monica Boulevard and 4th Street; the Santa

Monica Big Blue Bus Wilshire Boulevard Route 2, and Metro Local 20 bus route which stops at the intersection Wilshire Boulevard and 4th Street; the Metro Rapid 7 route located approximately two blocks to the southeast of the Project Site; and the Metro Rapid 720 serving all of Downtown Santa Monica. In addition, the Exposition Light Rail (Expo LRT) Downtown Santa Monica Station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, all of the Downtown District is considered a Transit Priority Area pursuant to CEQA.

Project Site and Vicinity

The Project Site is located within the Downtown District, which is located at the western central edge of the City and is generally defined by Wilshire Boulevard on the north; Lincoln Boulevard on the east; the Santa Monica Freeway on the south; and Ocean Avenue on the west. The Downtown has the greatest concentration of land uses in the City and has long been considered the heart of the City, a popular destination for local residents, regional visitors, and world travelers. The Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Regional and location destinations within proximity of the Project Site include the Palisades Garden Walk, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center.

The Hotel Parcel comprises an entire City block, with approximately 4.4-acres, located at 1133 Ocean Avenue/101 Wilshire Boulevard, and is bordered by Wilshire Boulevard on the south, Ocean Avenue on the west, California Avenue on the north, and 2nd Street on the east. The Hotel Parcel is currently developed with the Fairmont Miramar Hotel, which includes 301 hotel rooms with approximately 262,284 square feet of floor area.[1] (See Figure 2-2, Aerial of Project Site and Surrounding Development, which shows the Hotel and Second Street Parcels, the existing layout of the Hotel, as well as the surrounding area.) The existing development consists of the historic six-story Palisades Building (a designated City landmark), the ten-story Ocean Tower, the two-story Administration Building, the one-story Bungalow Building, and several one- and two-story buildings consisting primarily of bungalows.

The Hotel Parcel also contains the historic and landmarked Moreton Bay Fig Tree and two surface parking lots that provide 103 spaces adjacent to Wilshire Boulevard. The Moreton Bay Fig Tree is located at the lobby entrance to the Hotel, southeast of the existing Ocean Tower. A perimeter brick wall that ranges from about three to six feet in height surrounds the northern, western, and southern perimeters of the Project Site. In some locations, landscaping covers the wall and/or large trees are located on the Hotel Parcel behind the wall. The building façades of the Palisades and Administration Buildings front 2nd Street along the eastern perimeter of the Hotel Parcel. The combination of the perimeter wall, building façades, and landscaping results in a parcel that is substantially closed off from surrounding areas, with the exception of vehicular access points on Wilshire Boulevard and 2nd Street.

[1] While the existing Hotel has 301 guest rooms, due to a shortage of administrative office space, six rooms have been used for administrative offices for several years, leaving 297 guest rooms currently available to guests.

Land uses immediately north and northeast of the Hotel Parcel primarily consist of multi-family residential uses. Immediately north of the Hotel Parcel, across California Avenue, is a 14-story residential condominium building at 101 California Avenue and a three-story apartment building at 123 California Avenue. Land uses immediately south of the Hotel Parcel, across Wilshire Boulevard, include a 21-story office building at 100 Wilshire Boulevard. An alley is located to the east of the 21-story office building with a two-story office building and a parking structure at the southwest corner of Wilshire Boulevard and 2nd Street. Further south along Ocean Avenue is a 17-story multi-family residential building (1221 Ocean Avenue) and further south on Ocean Avenue are more commercial uses, including office, hotel, restaurant and retail. Land uses across 2nd Street from the Hotel Parcel include (from north to south) a three-story apartment building at the intersection of California Avenue and 2nd Street, a 17-story hotel, the Second Street Parcel (a surface parking lot used by Hotel valet operations), a two-story, brick, commercial office building, and a three-story mixed-use commercial/retail building at the intersection of Wilshire Boulevard and 2nd Street.

Palisades Park, which follows the top of the coastal bluff along Ocean Avenue, is located immediately west of the Hotel Parcel across Ocean Avenue. Santa Monica Beach State Park, which includes the Santa Monica Boardwalk and Marvin Braude Bike Trail, is located approximately 0.5 mile west of the Project Site, at the bottom of the bluff and across PCH. The Santa Monica Pier is located southwest of the Hotel Parcel.

The Second Street Parcel, which is approximately 0.3 acre in size, is located at 1127/1129 2nd Street directly east and across 2nd Street from the Hotel Parcel. The Second Street Parcel contains a surface parking lot that provides 64 parking spaces that are used by Hotel valet operations. Immediately north of the Second Street Parcel is a 17-story hotel, located at 1111 2nd Street. A two-story residential building with detached garages is located to the north of the 17-story hotel at the southeast corner of 2nd Street and California Avenue. Immediately to the south of the 2nd Street Parcel is a two-story, brick office building at 1137 2nd Street and a three-story mixed-use retail and office building at 201 Wilshire Boulevard. A nine-story office building with a black glass façade is located at 233 Wilshire Boulevard further east of the Project Site. The Second Street Parcel is bordered on the east by a north-south alley, 2nd Court. Across 2nd Court from the Second Street Parcel is the Wilshire Ocean Terrace, a six-story condominium building located at 1118 3rd Street.

4.12.3 Regulatory Framework

4.12.3.1 State

Senate Bill 375 (SB 375)

The adoption of California's Sustainable Communities and Climate Protection Act (SB 375) (Steinberg, Chapter 728, Statutes of 2008) on September 30, 2008 aligns the goals of regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) such as SCAG to adopt

a sustainable communities strategy (SCS) or alternative planning strategy (APS) within their regional transportation plan to demonstrate the achievement of greenhouse gas reduction targets.

California Coastal Act and the California Coastal Commission

The California Coastal Act of 1976 (Coastal Act) recognizes the California Coastal Zone (Coastal Zone) as a distinct and valuable natural resource of vital and enduring interest to residents of the state and nation that requires permanent protection to prevent its deterioration and destruction. The Coastal Zone within the City of Santa Monica is defined by 4th Street as the eastern boundary between San Vicente Boulevard to the north and Pico Boulevard to the south, an area inclusive of both the Hotel Parcel and the Second Street Parcel.

The California Coastal Commission (Coastal Commission) has primary responsibility for the implementation of the Coastal Act. The Coastal Commission's mission is focused on protecting and enhancing California's coast and ocean for present and future generations through careful planning and regulation of environmentally-sustainable development, rigorous use of science, strong public participation, education, and effective intergovernmental coordination.[2] The basic goals set forth in the Coastal Act for the coastal zone are to:

(a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. A coastal permit is required from the Coastal Commission, or a local government that has a Commission-certified local coastal program (LCP, for development activities broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters.

The Coastal Act policies are accomplished primarily through the preparation of a local coastal program (LCP). Cities and counties within the coastal zone are required to prepare a LCP, which includes a Land Use Plan (LUP) and an Implementation Plan (IP). An LUP describes the

[2] California Coastal Commission website, accessed October 24, 2019.

planning area's land use and environmental conditions, identifies issues related to coastal protection and access, and establishes land use policies that are appropriate for each unique coastal community to ensure that the State's beaches, bluffs and tidelands remain as public assets. The IP is the mechanism for implementing the policies contained in the LUP. The IP is generally a part of a City's Zoning code.

An LCP becomes fully certified only after the Coastal Commission certifies that the LUP and IP are consistent with the policies of the Coastal Act. The City does not have a fully certified LCP. In 1992, the City Council approved a LUP for its portion of the Coastal Zone, but the proposed LUP received only partial certification from the Coastal Commission, excluding some subdistricts (1992 Partially-Certified LUP). As a result, the City did not move forward with preparation of an IP. Until the City has a fully certified LCP, all development proposed in Santa Monica's Coastal Zone requires Coastal Commission approval of a coastal development permit once all discretionary City entitlements are obtained.

The City recently completed a process for adoption of a new LCP to reflect the combined policies, goals and objectives set forth in the City's LUCE, Zoning Ordinance and DCP (all of which were adopted after the City's existing LUP was partially certified in 1992). The City Council adopted the new LUP in October 2018 (Final Draft 2018 LUP). The LUP was submitted to the Coastal Commission for certification at the end of November, and is awaiting their review and recommendation. ~~It is anticipated that a certification hearing will be scheduled in first quarter 2020.~~ At this time, it is unknown as to when certification of the LUP will occur.

4.12.3.2 Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for regional transportation, land use and growth management, hazardous waste management, and air quality. The City is one of many jurisdictions comprising the SCAG jurisdictional area.

SCAG has adopted a number of strategies that support implementation of SB 375, evolving sustainability goals and "smart growth" strategies. The key principles of these strategies include: locating new employment centers and neighborhoods near major transit stops to reduce vehicle miles traveled and greenhouse gas emissions; creating mixed use density within walking distance of transit stations to reduce automobile travel; focusing future growth in urban centers and existing cities to reduce vehicle miles traveled and preserve rural and other natural areas; and preserving established single-family neighborhoods and existing natural and green spaces by encouraging new development within existing urbanized areas.

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG's Regional Council adopted the 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS presents the land

use and transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's challenges. The 2016 RTP/SCS includes nine goals that pertain to economic development, mobility, accessibility, travel safety, productivity of the transportation system, protection of the environment and health through improved air quality, energy efficiency, and land use and growth patterns that complement the state and region's transportation investments, and security of the regional transportation system.

The RTP/SCS serves as the region's major planning document for sustainable growth in the region, with policies and strategies that aim to reduce greenhouse gas (GHG) emissions. SCAG's overarching strategy is to encourage compact mixed-use communities in existing urban areas, providing neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserving more of the region's remaining natural lands. SCAG's RTP/SCS envisions compact communities as the general land use growth pattern for the region

Under this strategy, vehicle miles traveled (VMT), and GHG emissions will be reduced. The RTP/SCS specifically encourages future growth to occur within existing high quality transit areas (HQTA), which are described as generally walkable transit districts or corridors that are within 0.5 mile of a major transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Exhibit 5.1 of the 2016 RTP/SCS identifies the Project Sites as being located a High Quality Transit Area (HQTA), an area proposed for the focus of new housing or jobs. The 2016 RTP/SCS also contains baseline socioeconomic projections that are used as the basis for SCAG's regional planning, and the provision of services by other regional agencies.

Regional Housing Needs Assessment

SCAG determines regional housing needs and the share of the regional needs to be addressed by Los Angeles County and its constituent cities in the Regional Housing Needs Assessment (RHNA). SCAG prepares the RHNA for the County of Los Angeles, of which the City is a part. The RHNA does not necessarily encourage or promote growth, nor does it require the City to build the number of housing units that it projects (although sufficient opportunity to do so must be provided). Its purpose is to plan for population growth, so that the region and subregion will collectively produce sufficient housing to meet population needs and address social equity, with each jurisdiction providing its fair share housing needs. The RHNA is intended as a planning tool and a guide to an equitable distribution of housing; the implementing jurisdiction typically involves significant private-sector investment, planning, and construction to address State housing requirements.

The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate income groups. The most recent RHNA allocation, the "5th Cycle RHNA Allocation Plan", was adopted by the Regional Council on October 4, 2012. This allocation identifies housing needs for the planning period between January 2014 and October 2021. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

Santa Monica's allocation in the 5th cycle (2014-2021) is for the provision of 1,674 units of which 42 percent would be above moderate rate units, and 58 percent would be affordable/moderate rate units. Of the later 283 units would be for moderate income households, 263 would be for low income households and 428 would be for very low income households.

4.12.3.2 Local

City of Santa Monica General Plan

As required by state law, the City has a General Plan, which is the fundamental planning policy document of the City that provides a "blueprint" for the identification of the location of land uses, as well as the basic design and function of circulation, open space, and infrastructure policies, as well as public service needs. The General Plan consists of the seven state mandated elements: Land Use and Circulation Element (revised 2015); Housing Element (2013); Open Space Element (2001); Noise Element (1992); Conservation Element (Conservation, Open Space, Scenic Corridors) (1975); and, Safety Element (1995). In addition, the Santa Monica General Plan also contains a Historic Preservation Element (2002).

Of these, the Land Use and Circulation Element provides the overarching land use and transportation goals and policies that address the development of land uses in the City. The Housing Element identifies the Project's housing needs as established in the RHNA, and quantitative housing objectives along with goals, policies and programs for meeting the housing objectives. The Housing Element is also evaluated for Project consistency below. Other General Plan Elements are described and further evaluated in other sections of the EIR as follows: Safety Element, Section 4.8, Geology and Soils; Conservation Element, Section 4.11, *Hydrology and Water Quality;* and Noise Element, Section 4.14, *Noise and Vibration.*

Land Use and Circulation Element. The LUCE was adopted on July 6, 2010, and revised on July 24, 2015. The LUCE is the governing document that identifies allowable land uses and establishes goals, policies, and development criteria for land uses and circulation in the City. The LUCE encompasses the community's vision for Santa Monica's future; and establishes goals, policies, and development criteria for land uses and circulation in the City. The Plan's overarching goals are to preserve the City's neighborhoods, reduce greenhouse gas (GHG) emissions, improve mobility and circulation, and encourage the creation of new housing near transit.

Towards this end, the LUCE establishes policies for neighborhoods, Boulevards/Corridors and 10 distinct districts; each district serving a particular function depending on its historic uses, access to transportation, and role in the overall distribution of uses within the City. The Downtown District, which includes the Project Site, allows for the broadest mix of uses and highest intensity development within the City, and serves as the City's major regional retail and employment area. Downtown is described in the LUCE as a thriving, mixed-use urban environment for people to live, work, be entertained and be culturally enriched. The area has the greatest concentration of activity in the City, anchored by the core commercial district, including the Third Street Promenade and a revitalized Santa Monica Place open air mall. Downtown continues to expand

as a residential area, with a diversity of residential types, forms, and sizes, including ownership and rental units, in mixed-use projects with incentives for affordable and workforce housing units.[3] The LUCE also states that "care is taken to preserve architecturally or culturally significant buildings.[4]

The LUCE establishes a tiered approach for determining allowable height and FAR for new development. Each land use designation includes a base by-right tier (Tier 1) and up to two discretionary tiers (Tiers 2 and 3). Projects requesting a height above the base height (Tier 2 and Tier 3 projects) are subject to discretionary review and must provide community benefits. A Tier 1 project is ministerial up to the discretionary review thresholds established by the Zoning Ordinance.

The LUCE does not provide specific development standards such as setbacks and step backs, maximum height limits, and target floor-to-area ratios (FARs) for the parts of the City in which the Project Site is located, but rather defers such standards to a future Downtown Specific Plan. Goal D14 of the LUCE states as follows: "Prepare a Downtown Specific Plan that replaces the existing Bayside District Specific Plan and incorporates the relevant goals and policies of the LUCE, addresses ongoing issues in the Downtown and encompasses the expanded boundaries of the Downtown District, from Ocean Avenue to Lincoln Boulevard and from Wilshire Boulevard to I-10."[5] As further described below, the City has since adopted the Specific Plan, now referred to as the Downtown Community Plan (DCP).

Housing Element. California's Housing Element Law requires that each city and county, prepare a Housing Element in its General Plan that includes programs to meet its "fair share" of existing and future housing needs for all income groups. The City's Housing Element (certified by the state on January 29, 2014) meets the requirement to provide suitable sites consistent with the RHNA; however, for the 2014 to 2021 planning period, the City's proposed quantified objective of 1,371 new residential units is lower than the RHNA. The City's quantified objectives include 1,371 units of which 51 percent would be above moderate rate units, and 49 percent would be affordable/moderate rate units. Of the later 111 units would be for moderate income households, 263 would be for low income households and 297 would be for very/extremely low income households. The City's quantified objective is based on an evaluation of available resources and represents a level that the City believes is reasonable given the uncertainty of available resources from the State and other sources following the termination off redevelopment funds for affordable housing.

The 2013–2021 Housing Element includes programs that prioritize efforts to generate new funding sources from local, state, and federal opportunities for affordable and workforce housing. The City's policies and programs, including zoning regulations and the Affordable Housing Production Program, already promote the development of extremely low income, very low income, low income, and moderate income units. Additionally, the City continues to negotiate on

[3] City of Santa Monica General Plan, Land Use and Circulation Element (LUCE), revised July 24, 2015, page.2.6-5.
[4] LUCE, page 2.2-43.
[5] LUCE, page 2.6-17.

a case-by-case basis the construction of additional affordable housing units as a community benefit as part of development agreement projects, which may also assist in meeting the City's quantified objective in the RHNA.

The 2013–2021 Housing Element adopts a range of housing goals, policies, programs, and quantified objectives to further the development, improvement, and preservation of housing for the City that are discussed below.

Downtown Community Plan

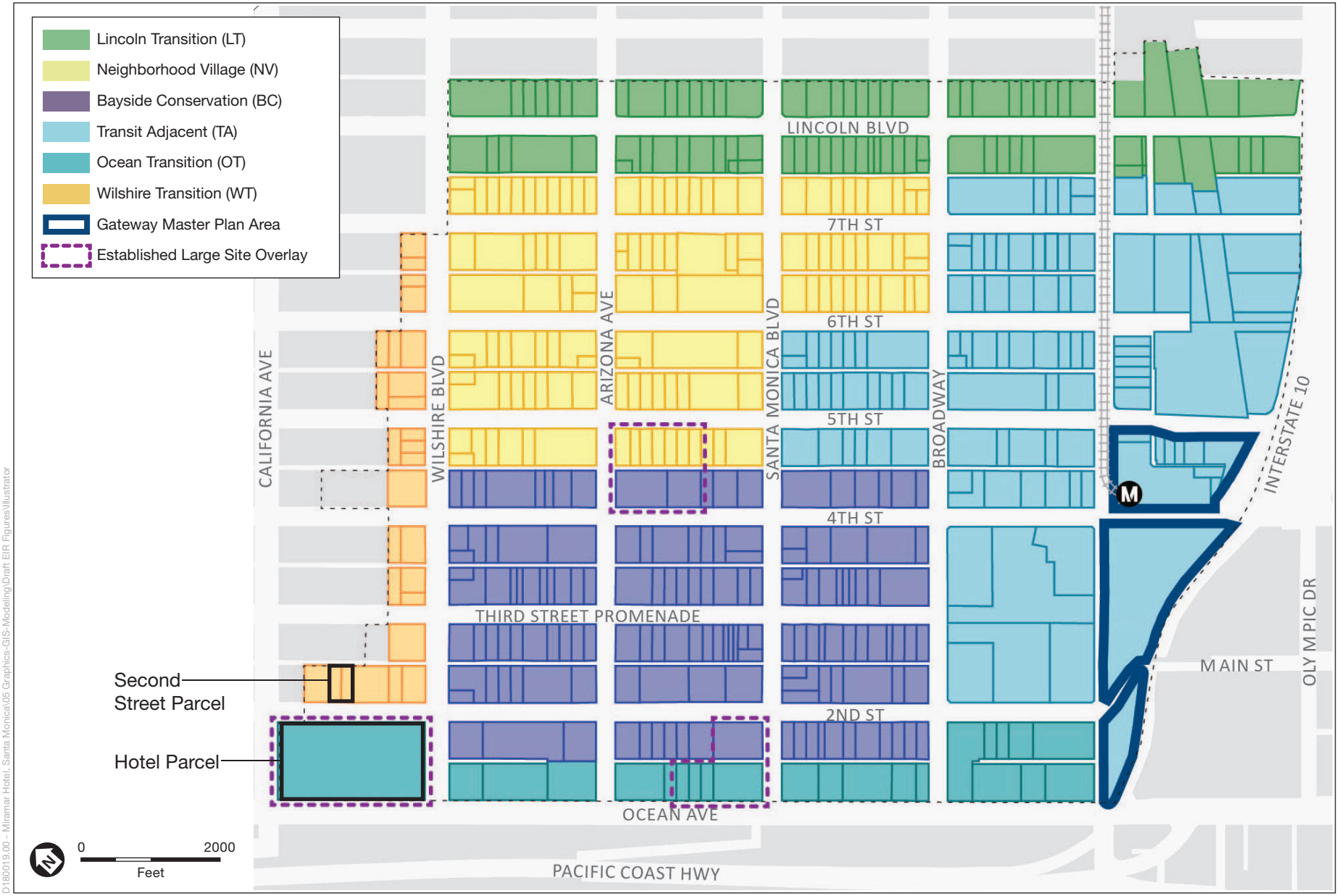
The DCP was adopted in July 2017 to implement LUCE goals and policies at the district level; to address ongoing issues in the Downtown; and to establish development standards such as setbacks and step backs, maximum height limits, and floor-to-area ratios (FARs) for the Downtown District. The DCP establishes permitted uses by land use categories/districts as well as project requirements for developments that exceed the City base FAR (i.e. Tier 1 development requirements); including requirements and development standards for affordable housing (including commercial linkage fees), and requirements and fees for transportation demand management, and open space.

The DCP establishes six land use districts as shown in **Figure 4.12-1**, *Downtown Community Plan Land Use Districts*. The Hotel Parcel is located within the Ocean Transition District (OT) and is identified as one of three Established Large Sites (ELS) Overlay Zones. The OT District is characterized as having an eclectic mix of dense housing developments, hotels, restaurants and small retail uses including a number of buildings that have been designated as City Landmarks or identified as potentially eligible. The District lies along a unique natural setting with expansive views of the beach, the Pier and Palisades Park.

The ELS designation has been applied to sites that, given parcel size and development standards, could potentially provide significant community benefits that would otherwise not be anticipated from smaller projects. The DCP specifies the following on-site community benefits for 1133 Ocean Avenue (i.e. the Hotel Parcel): affordable housing, publicly accessible open space, and historic preservation.[6] Under the ELS Overlay designation on the Hotel Parcel, an applicant can request approval of a building height up to 130 feet and a 3.0 FAR subject to the project entitlement approval being processed through a development agreement.

The Second Street Parcel is located in the Wilshire Transition (WT) District, which provides a transition area that functions both as a local neighborhood area for convenience goods and dining and as a critical northern anchor for the Downtown business and commercial center. The WT District is characterized as hosting a multitude of building types and heights with both large Class-A office developments and smaller two and three-story structures that house a mixture of small neighborhood serving retail and dining. The development standards for 100% Affordable Housing Projects are 2.75 FAR and 60 feet in height. Both housing and affordable housing are incentivized through additional development capacity compared with non-residential uses in the WT subarea.

6 City of Santa Monica Downtown Community Plan, 2017, Table 2A.4, page 30.



D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures\Illustrator

SOURCE: City of Santa Monica

Miramar Hotel Project

Figure 4.12-1
Downtown Community Plan Land Use Districts

ESA

The uses and development standards and provisions of the DCP are incorporated by reference into Section 9.10, et.seq. of the City's zoning ordinance.

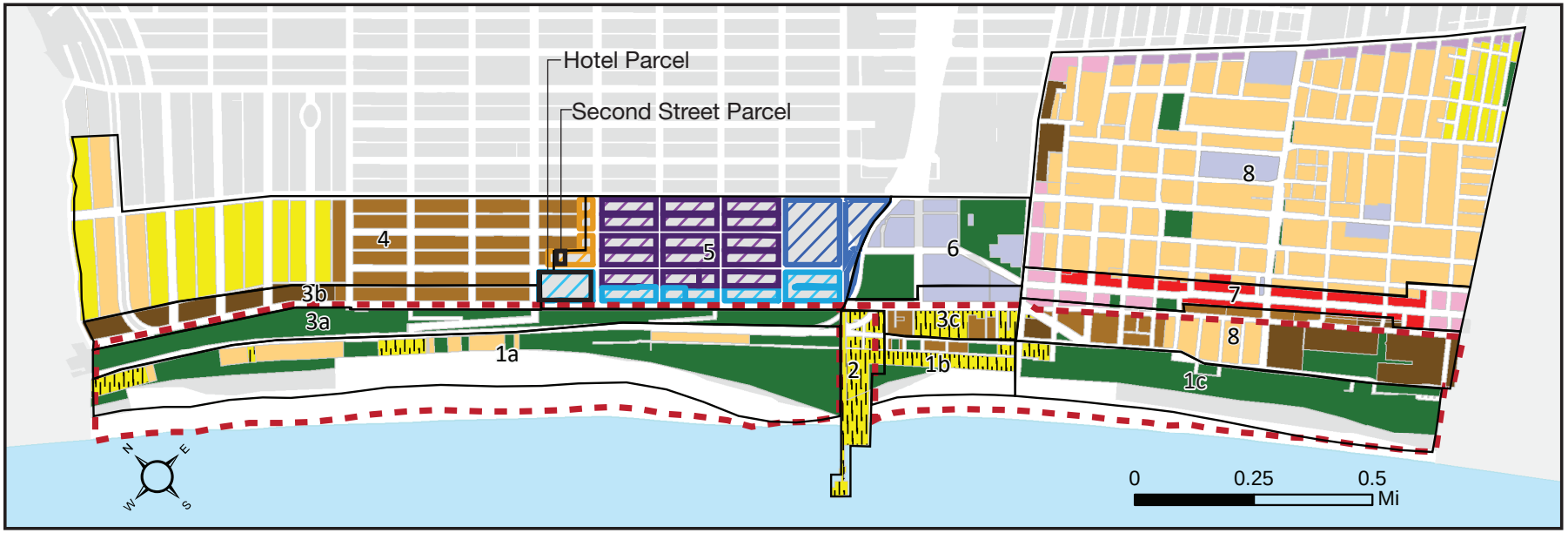
Zoning Ordinance

The Santa Monica Comprehensive Zoning Ordinance (Zoning Ordinance), Divisions 1 through 5 of Article 9 of the Santa Monica Municipal Code (SMMC), is a tool for the City to implement the General Plan. The Zoning Ordinance sets forth specific design guidelines, height limits, building density, building design and landscaping standards, architectural features, sign regulations, and open space and setback requirements. The comprehensive update of the Zoning Ordinance was adopted by the City Council on June 23, 2015 and went into effect on July 24, 2015. The Zoning Ordinance was last amended in July 2017 to reflect the adoption of the Downtown Community Plan.

The development standards prescribed in Chapter 4 of the DCP are incorporated by reference in Section 9.10.001, et.seq. Incorporation of Downtown Community Plan Standards and Regulations. Where Zoning Ordinance provisions are not specifically addressed by Chapter 4 of the DCP, the other provisions of the Zoning Ordinance apply. Where there is a conflict between compliance with Chapter 4 of the DCP and the Zoning Ordinance, Chapter 4 of the DCP is controlling, except where the conflicting Zoning Ordinance provision was adopted through voter initiative in which case the initiative is controlling. Notably, key development standards that are addressed in other sections of the Zoning Ordinance include bicycle parking standards (Section 9.28.140); vehicle parking and loading (Chapter 9.28); lighting Section 9.21.080); and green building standards (Chapter 8.106).

Land Use Plan of the Local Coastal Program

As described above, the Project Site is located within the Coastal Zone and is subject to the provisions of the Coastal Act. The Final Draft 2018 LUP describes the planning area's land use and environmental conditions, identifies development issues, and contains land use policies and maps that complement adopted City policies and satisfy the intent of the Coastal Act. As shown in **Figure 4.12-2**, *Coastal Zone Subareas and Land Use Designations*, the Hotel Parcel and Second Street Parcel are both located in Subarea 5, the Downtown subarea. The Final Draft 2018 LUP provides that the purpose of the Downtown Core land use designation is "to maintain a thriving, culturally-rich, mixed-use environment that is the heart of the City and its economic engine;" and that provides "pedestrian oriented, visitor-serving retail and services, commercial entertainment, cultural facilities, restaurants, lodging, offices, residential uses, social services public open spaces, and shared parking." (Table 2, p. 149). Further, focusing on the Project's Ocean Avenue frontage, the priority uses along the east side of Ocean Avenue between Colorado Avenue and California Avenue are identified as including "overnight visitor accommodations and related support facilities such as shops, restaurants and cultural uses that serve visitors and the local community alike…." (Policy 201, p. 154).



Land Use Designations

- Single Family (SF) Housing
- Low Density (LD) Housing
- Medium Density (MD) Housing
- Beach Overlay District
- High Density (HD) Housing
- Mixed Use Boulevard Low (MUBL)
- Beach and Oceanfront
- General Commercial (GC)
- Neighborhood Commercial (NC)
- Institutional and Public Lands
- Parks and Open Space (OS)
- Transit Adjacent (TA)
- Ocean Transition (OT)
- Bayside Conservation (BC)
- Wilshire Transition (WT)

Santa Monica Coastal Zone Subareas:
1. Santa Monica State Beach
2. Santa Monica Pier
3. Ocean Avenue and Palisades Park
4. North Side Residential
5. Downtown
6. Civic Center
7. Main Street South of Pico Boulevard
8. Ocean Park

D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures\Illustrator

SOURCE: City of Santa Monica Local Coastal Program Update Land Use Plan Final Draft, October 2018

Miramar Hotel Project

Figure 4.12-2
Coastal Zone Subareas and Land Use Designations

ESA

Consistent with the DCP, the Hotel Parcel is designated OT, inclusive of an ELS Overlay designation, with a maximum height of 130 feet in height and 3.0 FAR. The Second Street Parcel is designated as WT with the maximum development standards of 60 feet in height and 2.75 FAR.[7]

Because the Final Draft 2018 LUP and its Implementation Plan (IP) have not been certified by the Coastal Commission, the Project has filed an application for an amendment to the City's 1992 Partially-Certified Land Use Plan to ensure consistency between the Project and the 1992 Partially-Certified LUP. Such application would be withdrawn if deemed unnecessary.

4.12.4 Environmental Impacts

4.12.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G question regarding land use and planning, a project would have a significant impact if the project would:

LU-1: Physically divide an established community;

LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Methodology

The analysis of land use impacts evaluates the potential of the Project to cause a division of an established community and whether the Project would be consistent with adopted plans, policies and ordinances. The analysis is based on a review of aerial photographs, land use maps, and reconnaissance of the Project area as well as a review of applicable plans and policies.

The evaluation of impacts regarding established communities identifies the existing land use patterns and character of neighborhood divisions in the Project vicinity, the nature of proposed changes within the Project Site and the Project Design Features that contribute to enhancement of the relationship between the Project and its surroundings. The post-Project setting is compared to pre-Project conditions to determine whether the Project would cause a division in the relationship of land uses surrounding the Project Site.

7 Final Draft 2018 LUP, Map 26, p. 151 and Table 3, p. 152.

The State CEQA Guidelines Section 15125(d) requires that an EIR discuss project inconsistencies with applicable general plans, specific plans, and regional plans. For purposes of this analysis, the Project is considered consistent with regulatory plans if it meets the general intent of the plans and/or would not preclude the attainment of their primary goals. The rule of general plan consistency is that the project must at least be compatible with the objectives and policies of the general plan. (Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 717–718 [29 Cal. Rptr. 2d 182] (Sequoyah Hills); Friends of Lagoon Valley, supra, 154 Cal.App.4th at p. 817.) "[S]tate law does not require precise conformity of a proposed project with the land use designation for a site, or an exact match between the project and the applicable general plan. Instead, a finding of consistency requires only that the proposed project be 'compatible with the objectives, polices, general land uses, and programs specified in' the applicable plan. The courts have interpreted this provision as requiring that a project be '"in agreement or harmony with"' the terms of the applicable plan, not in rigid conformity with every detail thereof." (*San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 678 [125 Cal. Rptr. 2d 745] (San Franciscans).) To reiterate, the essential question is "whether the project is compatible with, and does not frustrate, the general plan's goals and policies." (Napa Citizens, supra, 91 Cal.App.4th at p. 378.)

Under CEQA, the criterion for determining significance with respect to a land use plan emphasizes the creation of a significant environmental impact as a result of conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with a plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment. The analysis of potential land use impacts of the Project therefore considers consistency with adopted plans, regulations, and development guidelines that regulate land use on the Project Site and whether any such inconsistencies are tied to physical impacts on the environment associated with the Project. If a conflict is identified in association with the Project, under CEQA, it would only equate to a significant impact if precluding implementation of a given land use policy or regulation would foreseeably result in a physical impact on the environment.[8] Plan consistency with other environmental topics is addressed in other sections of the Draft EIR, as applicable.

4.12.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding land use from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan EIR.

4.12.4.3 Project Characteristics

The Project is described in detail in Chapter 2, Project Description, of this EIR. The key development characteristics pertaining to the Project's land use and form that are relevant to the land use and planning analysis are provided below.

8 See *Sequoyah Hills Homeowners Assoc. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

Hotel Parcel

The Project would redevelop the Hotel Parcel to include the hotel (including meeting/banquet space, spa/fitness, and food and beverage space), residential condominiums, and ground floor pedestrian-oriented retail uses at the corner of Wilshire Boulevard and Second Street. The total above-grade floor area for the development would be 502,157 square feet, exclusive of 6,678 square feet of outdoor dining area that is not included in the Project's calculation of FAR. The Project's FAR for purposes of evaluating consistency with land use plans and regulations is 2.6:1.[9] **Table 4.12-1**, *Proposed Hotel Parcel Development*, provides the land use program for the Hotel Parcel.

TABLE 4.12-1
PROPOSED HOTEL PARCEL DEVELOPMENT

Land Use	Proposed SF/DU
Hotel	
Guestrooms	312 rooms (11 net new)
Food and Beverage Space (Indoor & Outdoor)	19,708 SF (6,109 net new)
Bar Outlets (Indoor & Outdoor)	
Bungalow	7,005 SF (0 change)
Lobby Lounge	4,199 SF (943 net new)
Meeting Space	13,000 SF (net reduction of 5,040)
Spa/Fitness Facility	12,500 SF (6,931 net new)
Retail	6,600 SF (5,365 net new)
Market Rate Residential Units[1]	60 DU

[1] Actual number of units has not been determined. However, the project would not exceed the number of units studied in the EIR

The Project would replace much of the existing Miramar Hotel, and would include the adaptive reuse and rehabilitation of the existing historic Palisades Building (a City designated landmark), and would preserve the Moreton Bay Fig tree (also a City designated landmark). The Project would include the construction of the California Building and the Ocean Building. The California Building, which would be approximately 80 feet in height, would extend from the existing Palisades Building toward the west and would be designed with a similar scale. The California Building would include approximately 102 hotel guestrooms and suites in various sizes and configurations.

The Ocean Building would have a curvilinear shape, partly framing the Moreton Bay Fig Tree. It would include the hotel's related uses such as hotel ballroom/meeting space and lobby areas as well as the pedestrian oriented retail uses at the corner of 2nd Street and Wilshire Boulevard.

[9] Additional below grade floor area ancillary uses, not included in the calculation of FAR would also be included. This includes approximately 51,619 square feet of space for such uses as hotel back of house offices, locker areas, maintenance, storage, and miscellaneous related hotel service as well as a limited amount of front of house residential amenity and circulation space in the subterranean parking structure.

Ground floor food and beverage uses open to the public would be located along Ocean Avenue. The Ocean Avenue Building would have varying heights ranging from approximately 28 feet along the Wilshire frontage stepping up to approximately 94 feet along the 2nd Street frontage. The maximum height of 130 feet would be located approximately in the middle of the Hotel Parcel.

The Ocean Building would frame a large area of publicly-accessible open space that would be directly accessible from Ocean Avenue, Wilshire Boulevard and 2nd Street thus providing pedestrian access through the Site and re-establishing views of the Moreton Bay Fig Tree from adjacent streets. Public Garden Terraces would feature pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk.

Vehicular access to the Hotel Parcel would be available from three points: (i) a Second Street Entry Court to serve hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary access driveway on California Avenue, approximately 100 feet east of Ocean Avenue for employees only, and (iii) an entry and access driveway on Ocean Avenue for use by residents (and their guests). The hotel's loading area would be located approximately mid-block along 2nd Street in the Ocean Building.

The Hotel Parcel Development would be subject to a Development Agreement to be negotiated between the Applicant and the City. The Development Agreement would set forth the additional community benefits to be provided by the Project such as the provision of publically accessible open space, an enhanced Transportation Demand Management plan, bicycle racks and storage facilities, affordable housing on the Second Street Parcel, and/or contributions to transit and circulation improvements. The Hotel Parcel Development would also require approval and a development permit from the California Coastal Commission.

Second Street Parcel

The Project would include the replacement of an existing surface parking lot used by the hotel with a 100 percent Affordable Housing project that would include a maximum of 48 deed-restricted residential units. The housing units would include a mix of unit sizes. For analysis purposes in this EIR, a unit mix of 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units is assumed.

The proposed affordable housing building would have a maximum size of 41,250 square feet of floor area (FAR of 2.75) and a maximum height of 60 feet.[10] Ground floor uses along the 2nd Street frontage would include a pedestrian entrance and community/amenity space for residents of the housing units. Vehicle access to a subterranean parking garage would be provided via a driveway from 2nd Court.

[10] *Building Height calculated based on SMMC Section 9.04.050 and does not include permitted projections in accordance with SMMC Section 9.21.060.*

The 100 percent Affordable Housing building may be implemented via a separate Administrative Approval by the City, or alternatively may be entitled through a Development Agreement covering both the Hotel Parcel and the Second Street Parcel. The Second Street Parcel development would also require approval and development permits from the California Coastal Commission.

4.12.4.4 Project Impacts

LU 1: Would the project physically divide an established community?

Impact Statement LU-1: *The Project would not physically divide an established community since the Project involves redevelopment of a hotel property with similar uses and the addition of residential uses. Accordingly, the Project would not change the overall pattern of development in the surrounding area and would not divide an established community. Rather, the Project would improve pedestrian corridors across the Hotel Parcel thus linking adjacent, surrounding neighborhoods that are currently isolated from one another. Therefore, no impact would occur.*

The Project would result in the redevelopment of the Hotel Parcel and the Second Street Parcel, and would not change the overall existing pattern of development and circulation in the surrounding area. The continuation of existing hotel, retail, and restaurant uses on the Hotel Parcel would not affect land use patterns. Furthermore, the introduction of residential uses on the Hotel Parcel and the Second Street Parcel would provide infill housing within the Downtown that would be consistent with the mix of uses in the Project vicinity. The Project development on both Parcels would fall within the existing road and pedestrian grid systems. As such, the Project would not physically divide the community and no impact would occur.

It is also notable that rather than dividing the community, the Project would improve connections within the neighborhood through the removal of the existing perimeter wall around the Hotel Parcel while creating a mid-block pedestrian connection between Ocean Avenue and 2nd Street, linking the Palisades Park and Ocean Avenue frontage on the west, residential areas to the north and the east and the more intensely developed part of Downtown to the south. It would also improve the pedestrian access between the Hotel Parcel and regional and local attractions (i.e., Santa Monica Pier, Palisades Park, Santa Monica Beach, the Third Street Promenade, and the Santa Monica Place Shopping Center).

LU 2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Statement LU-2a: *The Project would be consistent with applicable land use plans, policies, and regulations for the Project Site, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the LUCE, the Housing Element, the DCP, and the Zoning Ordinance. Therefore, impacts with regard to Plan consistency would be less than significant.*

As previously discussed, the Project would be subject to SCAG's RTP/SCS, and the City's LUCE, DCP, Local Coastal Program Update, and Zoning Ordinance. The Project's consistency with the applicable plans and policy documents is discussed below. The Project's consistency with air quality plans such as the AQMP is addressed in Section 4.2, *Air Quality*, and the Project's consistency with the Congestion Management Program is addressed in Section 4.17, *Transportation* of this EIR.

SCAG's Regional Transportation/Sustainable Communities Strategy

SCAG's 2016-2040 RTP/SCS incorporates a variety of goals, policies and strategies that are applicable to the Project. There are a number of themes that interlace the various components of this plan. As described in the 2016-2040 RTP/SCS:

> *"The first of these [themes is] 'Integrating strategies for land use and transportation.' This is SCAG's overarching strategy for achieving its goals of regional economic development, maximized mobility and accessibility, for all people and goods in our region, safe and reliable travel, a sustainable regional transportation system, a protected natural environment, health for our residents, and more."*[11] *A key component of the Land Use Strategy is to focus new growth around transit in HQTAs.*[12]

Many of the provisions in the 2016-2040 RTP/SCS provide guidance to transportation planning agencies, local jurisdictions, and suggest preferred development characteristics for individual projects. **Table 4.12-2**, *Project Consistency with the Applicable Goals of the 2016 - 2040 RTP/SCS*, provides a comparison of the Project's characteristics to the RTP/SCS goals. As indicated in Table 4.12-2 the Project would be consistent with and supportive of SCAGs goals for land use development. The Project would redevelop and modernize an existing hotel and would add retail and service square footage in the Downtown area. In addition, the Project would add residential units on the Hotel Parcel and would provide affordable housing units on the Second Street Parcel. The Project Site is located within walking distance to a variety of uses as well as regional destination points, including the Santa Monica Pier, the Third Street Promenade, Santa Monica Place Shopping Center, Santa Monica Beach and Palisades Park. In addition, the Project would locate visitors and residents within proximity of public transit, including Big Blue, Metro, and the Expo LRT Downtown Santa Monica Station at 4th Street and Colorado Avenue. The Project Site is also served by bicycle lanes and the easily accessible, Marvin Braude beach bicycle path that provides regional service to beachside communities. The Project Site's proximity to public transit would provide future patrons, employees and residents of the Project the opportunity to utilize public transit, thereby supporting the creation of an efficient, multi-

[11] Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Page 73. Available at: http://scagrtpscs.net/Documents/ 2016/final/f2016RTPSCS.pdf. Accessed March 21, 2018.

[12] Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Page 76. Available at: http://scagrtpscs.net/Documents/ 2016/final/f2016RTPSCS.pdf. Accessed March 21, 2018.

modal transportation network that maximizes safety and reliability for vehicles, transit users, bicyclists, and pedestrians.

TABLE 4.12-2
PROJECT CONSISTENCY WITH APPLICABLE GOALS OF THE 2016 - 2040 RTP/SCS

Goal	Analysis of Project Consistency
Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** This policy pertains to SCAG funding and policies. The Project would not adversely affect the capacity to align plan investments and policies with economic development and competitiveness. As the Project does provide regional economic benefits in a manner consistent with other RTP/SCS goals (as discussed below) and within a HQTA, the Project would support SCAG choices regarding this goal.
Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The urban location of the Project would allow employees, residents and visitors access to many uses within the Downtown area. In addition, employees, visitors and residents would have access to public transit service as well as nearby bicycle lanes and paths.
Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Project would provide enhanced vehicular, pedestrian, and bicycle access and circulation to minimize vehicle/pedestrian/bicycle conflicts. The Project would remove the curb cuts along Wilshire Boulevard and create a more pedestrian friendly street leading to the bluffs. The Project would also provide pedestrian access through the site leading to regional destinations within the Project vicinity, including Palisades Park, the Third Street Promenade, and the Santa Monica Pier. In addition, pedestrian access would be provided to the surrounding sidewalks thereby providing safe access to public transit.
Preserve and ensure a sustainable regional transportation system.	**Consistent.** The proximity of the Project to the Big Blue Bus and Metro Local and Rapid public transit service as well as the Expo LRT Downtown Santa Monica Station would support the region's transportation investment and the sustainability of the regional transportation system.
Maximize the productivity of our transportation system.	**Consistent.** The Project Site is in an area served by Pacific Coast Highway, the I-10 Freeway, and a range of existing local and regional bus lines, and the Expo LRT Downtown Santa Monica Station adding riders and generating revenue for those transit services. Therefore, the Project would enhance the productivity of the transportation system.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** As noted above, and described in Sections 4.2, Air Quality and 4.8, Greenhouse Gas Emissions, of this EIR, the Project would support a land use pattern that provides increased opportunity for use of alternative transportation modes. In so doing the Project would contribute to reductions in vehicle miles traveled with resulting benefit to air quality. The Project would incorporate sustainability features to improve air quality such as a TDM program to reduce single-occupancy vehicle trips. photovoltaics, and use of surface materials with a high solar reflectance-index average; and water, including reductions in baseline potable water use. The Project would provide hotel rooms and residences within the Downtown area, which has well-maintained pedestrian facilities, and would locate people within walking distance to retail, service, restaurant, and entertainment uses. In addition, the Project Site is close to several destinations for visitors, including the beach, the Santa Monica Pier, the Third Street Promenade, and the Santa Monica Place Shopping Center. And, the Project would provide new and improved pedestrian connections to surrounding streets. Finally, the Project Site is within close proximity to public transportation and adjacent bicycle facilities.

Goal	Analysis of Project Consistency
Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** As described in Section 4.6 Energy, the Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. The Project would be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code including those pertaining to energy efficiency. Specifically, the Project would include the installation of electric vehicle recharging stations and photovoltaic arrays on rooftops. Additionally, the Project would receive electricity from the Clean Power Alliance, which sources its power from 100% renewables. If designed as an All-Electric Building, the Project shall be designed to requirements established by the 2019 CEC. Alternatively, if designed as a Mixed-Fuel Building, the Project shall be designed to be 10 percent more efficient than the requirements established by the 2019 CEC.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Project would provide a destination hotel as well as new residences in a mixed use, Downtown area with walkable access to a large range of goods and service as well as proximity to transit, including the Expo LRT Downtown Santa Monica Station and adjacent bicycle lanes linking to the larger City network of bicycle facilities.
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent.** This goal pertains to security provided by regional service agencies. The Project would not adversely affect the ability of the service agencies to perform their duties. The Project would generate economic benefits and would support economic growth and increased use of public transportation systems. Thus, the Project would generate revenue that could be used to support security of the regional transportation system.

SOURCE: ESA, 2019

Consistency with LUCE Goals and Policies

The Project Site is located within the Downtown core land use designation of the LUCE. The Downtown Core designation allows for a broad mix of uses and highest intensity development. The downtown area is the City's major regional retail and employment district, with a pedestrian-orientation at the street level. The LUCE describes the vision of the Downtown Core area as the heart of the City and as a thriving, mixed-use urban environment in which people live, work, be entertained and be culturally enriched. The Downtown has the greatest concentration of activity in the City, anchored by the core commercial district, which includes the Third Street Promenade, the revitalized Santa Monica Place open-air mall, and the project site. The Downtown Core designation allows for the broadest mix of uses and highest intensity development. Allowed uses include residential, commercial, retail, cultural and entertainment uses, and other visitor-serving uses, such as hotels.

The Project would be substantially consistent with the goals and policies of the LUCE. **Table 4.12-3**, *Consistency with Applicable Goals and Policies of the LUCE*, provides a detailed analysis of the proposed development on the Hotel Parcel and the Second Street Parcel relative to the applicable goals and policies in the LUCE, with a summary of the analysis provided below. The Project would be consistent with the LUCE vision as it includes the renovation of an aging hotel facility and would include rehabilitation of the historic Palisades Building and would retain and protect the Moreton Bay Fig Tree, both of which are City-designated landmarks. In addition, the

Project would provide publicly accessible open space, with seating and public art, at the corner of Wilshire Boulevard and Ocean Avenue. The publicly accessible open space would serve as a gathering place while also improving connections between the Downtown Core and Palisades Park, and the network of open space in the area. The Project would also create pedestrian connections through the removal of the existing perimeter walls around the Hotel Parcel and the provision of walkways through the Hotel Parcel. The Project would also provide ground floor retail space oriented towards Wilshire Boulevard and 2nd Street that would serve to activate the pedestrian character at the intersection and would facilitate a pedestrian linkage to the Third Street Promenade.

The Project would provide residential units on the Hotel Parcel and the Second Street Parcel and would increase the range of housing opportunities in the area. The Project would locate people, both visitors, and residents, within close proximity to transit. The LUCE envisions new development to be connected to transit and encourages pedestrian and bicycle connections so as to reduce vehicle miles travelled, thereby reducing greenhouse gas emissions and achieving the City's sustainability goals.

The Project would create a gateway at the northern end of the Downtown Core through the overall site design, the preservation of historic resources, the provision of open space, and through the building design, which would respect the Palisades Building and create visual interest with articulation, rhythm, and varying heights. The Project would also contribute to the availability of affordable housing in the City.

It should be noted that as indicated above, the DCP implements the LUCE policies at the local level and establishes use and design standards. As indicated herein, the Project's proposed development characteristics are consistent with the DCP standards and policies. The DCP EIR Land Use Section includes an analysis of the DCP for consistency with the LUCE goals and policies in Table 3.12-6, LUCE and Housing Element Policy Consistency Summary. Based on that analysis the DCP EIR concludes:

> *"The proposed DCP implements the LUCE goals and policies of the Downtown, integrating land use and circulation to address community concerns. The proposed DCP addresses important issues in the Downtown including historic preservation, high quality architecture, sensitive urban design, housing opportunities, sustainable features, expansion of cultural arts offerings, additional open spaces that support quality of life, walkability, additional office space to meet the needs of creative businesses, and integration with the Downtown Station. The proposed DCP also provides approaches for enhancing mobility and circulation in the Downtown through new street improvements and connections as well as TDM measures that foster trip reduction goals.*
>
> *The proposed DCP ensures that future land use changes would contribute to the Downtown's continued success, while ensuring that the character of the Downtown would be preserved. The proposed DCP also establishes the framework for community benefits, including enhanced pedestrian connections, transportation improvements, and new open space."*

TABLE 4.12-3
CONSISTENCY WITH APPLICABLE POLICIES OF THE LUCE

LUCE Goals and Policies	Consistency Analysis
Land Use Policies	
Policy LU1.5: Design Compatibility. Require that new infill development be compatible with the existing scale, mass and character of the residential neighborhood. New buildings should transition in size, height and scale toward adjacent residential structures.	**Consistent.** The Project is designed to ensure compatibility with the existing development in the area. The Project would locate greater massing and height in the central portion of the Project Site, such that new buildings would transition down in size, height and scale toward the adjacent residential structures to the north and east. The proposed buildings would be lower in height then some nearby buildings (e.g. 160-foot Huntley Hotel and 150-foot residential building across California Avenue) and the Project would provide transitional height between the taller building components and off-site adjacent uses. At the northeastern corner of the Hotel Parcel, the existing Palisades Building, which is 78 feet in height, would be retained. The proposed California Building at the corner of California Avenue and Ocean Avenue would be 7 stories, 80 feet in height. This proposed building would be directly across California Avenue from the 14-story/150-foot condominium building at 101 California Avenue. The proposed Ocean Building would range in height from two stories (28 feet) to ten stories (130 feet) with stepped back heights leading to the 130-foot component located in the central portion of the Project Site. Taller buildings (up to 300-feet in height) interspersed with lower scale buildings along Ocean Avenue include the 21-story, 100 Wilshire Boulevard office building, and the 17-story, 1221 Ocean Avenue residential building. The Ocean Building would have maximum heights of 28 feet along Wilshire Boulevard and 94 feet along 2nd Street. Thus, the proposed development on the Hotel Parcel would be compatible with the existing scale, mass and character of the surrounding uses. The residential development on the Second Street Parcel would have a maximum height of 60 feet, which would be lower in height than the adjacent 160-foot Huntley Hotel, and would be in keeping with the range of varied heights along 2nd Street. Therefore, the infill development would be compatible with the height and scale of the surrounding buildings.
Policy LU2.6: Active Spaces. Focus new development in defined districts to create active spaces that can support diverse local-serving retail and services, walkability, arts and culture. Require, whenever possible, new development to provide convenient and direct pedestrian and bicycle connections.	**Consistent.** The Project would provide a mix of uses, including hotel, retail, service, and residences in the City's Downtown Core, an area of the City with a high level of pedestrian and bicycle activity. The Project would incorporate numerous design features to create active spaces and would provide pedestrian/bicycle linkages to uses in the vicinity of the Project Site. For example, the Project would provide the Public Garden Terraces, approximately 0.32 acre of publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue, which would include bench seating and a prominent piece of public art, and a linear ~~lawn~~garden area. The Project would also include the Miramar Gardens, approximately 0.76 acres in size, adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. A mid-block pedestrian linkage through the Hotel Parcel would be created by the removal of the existing exterior walls and the provision of pedestrian walkways between Ocean Avenue and 2nd Street, thus breaking up the super-block that currently exists. Further, the Project would activate the intersection of Wilshire Boulevard and 2nd Street by providing ground-level retail uses at the intersection, thus facilitating a pedestrian linkage to the Third Street Promenade. Moreover, the Project would provide bicycle parking for guests, employees, customers, and residents. Lastly, the Second Street Parcel would provide affordable housing units. With the mix of uses, the creation of publicly accessible open space, the inclusion of public art, the provision of ground-level retail space at the intersection of Wilshire Boulevard and 2nd Street, and the provision of pedestrian access through the block, the Project would create active spaces and provide convenient and direct pedestrian and bicycle connections.
Policy LU4.3: Mixed-Use Associated with Transit. Encourage mixed-use development close to transit to provide housing opportunities for the community, support local businesses, and reduce reliance on automobiles.	**Consistent.** The Project would provide a mix of uses, including hotel rooms, up to 108 residences (60 condominiums on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel), and commercial uses close to public transit, including the Big Blue Bus and Metro routes as well as within approximately 0.5 miles of the Expo LRT Downtown Santa Monica Station. Thus, the Project would be consistent with this policy as housing would be provided in a transit rich area that would reduce reliance on automobiles.

LUCE Goals and Policies	Consistency Analysis
Policy LU4.4: Pedestrian-Oriented Design. Engage pedestrians with ground floor uses, building design, site planning, massing and signage that promote vibrant street life and emphasize transit and bicycle access.	**Consistent.** Redevelopment of the Hotel Parcel would contribute to the vibrant street life within the Downtown Core through the inclusion of ground-level retail space at the corner of Wilshire Boulevard and 2nd Street, with an articulated recessed corner entrance area. In addition, the Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue extending into to the Ocean Avenue frontage. The Project would also provide a mid-block pedestrian linkage between Ocean Avenue and 2nd Street with the removal of the perimeter wall, thus breaking up the super-block that currently exists. Thus, the Project would be designed to open up the Hotel Parcel to views as well as to provide public use in a way that would contribute to the pedestrian nature of the Downtown Core. The Project would locate residents and visitors close to transit and within walking and biking distance of entertainment, services, and regional and local attractions (i.e., Santa Monica Pier, Palisades Park, Santa Monica Beach, the Third Street Promenade, and the open-air Santa Monica Place Shopping Center).
Policy LU4.6: Open Space. Provide open space and green connections near residences that are part of an expanding and comprehensive system of passive and active open space and complete street design emphasizing interconnectivity, recreation, and gathering spaces.	**Consistent.** The Project would provide approximately 0.32 acre of open space at the intersection of Wilshire Boulevard and Ocean Avenue, which would be open to proposed residents and nearby residents ~~(when not in use for hotel functions)~~. The open space would include bench seating and a prominent piece of public art, and a linear ~~lawn~~garden area. The Project would also include the 0.76-acre Miramar Gardens adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. The provision of publicly accessible open space would be located immediately adjacent to the sidewalk and would serve to connect the Project Site with the Palisades Park across Ocean Avenue. Landscaping would be installed within the setback areas along California Avenue, which would create a green connection along the street across from the existing residential uses. Landscaping would be installed along the Ocean Avenue, Wilshire Boulevard, and 2nd Street frontages as well. With regard to street trees, the Project would comply with the Urban Forestry Plan and would mitigate the removal of two trees (one on 2nd Street and one on Ocean Avenue) that would result from Project development. (See Section 4.3, Biological Resources, for a discussion regarding street trees.) Thus, the Project would provide open space and green connections near residences that would allow for recreation and gathering spaces thus contributing to the City's overall open space system.
Policy LU6.2: Vital Downtown. Support the continued transition of Downtown to a thriving, mixed- use urban environment for people to live, work, be entertained, and be culturally enriched.	**Consistent.** The Project would support the continued transition of Downtown through the redevelopment of a large parcel, which is designated with an ELS Overlay in the DCP, at the northern end of the Downtown Core. The Project would include a mix of uses, including hotel rooms, retail and service uses, and residences. The Project would also include the rehabilitation of the historic Palisades Building and the preservation of the Moreton Bay Fig Tree. In addition, the Project would redevelop the Second Street Parcel with up to 48 affordable housing units. Thus, the Project would contribute to the vitality of the Downtown and the creation of an urban mixed use area where people can live, work, be entertained, and be culturally enriched.
Policy LU8.1: Transportation Demand Management. Require participation in TDM programs for projects above the base to encourage walking, biking, and transit, and to reduce vehicle trips. Engage existing development in TDM Districts and programs to encourage reduction of existing vehicle trips.	**Consistent.** The Miramar Hotel has an existing TDM program in place. With the redevelopment of the hotel, the Project would enhance the existing TDM strategies in order to further reduce vehicle trips as further discussed in Section 4.17, Transportation, of this EIR.
Policy LU10.2: Benefits Tied to Community Values. Require new development that requests height above the base to provide measurable benefits to foster complete neighborhoods and support the goals of the LUCE, including reducing vehicle trips and GHG emissions, maintaining diversity, and promoting affordable and workforce housing.	**Consistent.** The Project would be implemented under a Development Agreement that would assure implementation of Community Benefits in accordance with the DCP for development in the Project's ELS Overlay Zone. The Project would provide approximately 0.32 acre of open space in the Public Garden Terraces at the intersection of Wilshire Boulevard and Ocean Avenue that would include bench seating and a prominent piece of public art, and a linear garden ~~lawn~~ area. In addition, the Project would create the 0.76-acre Miramar Gardens adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. The Project would also contribute to the availability of affordable housing in the City through the redevelopment of the Second Street Parcel with up to 48 affordable units. Additional community benefits including contributions to transportation and circulation improvements would be determined as part of the Development Agreement negotiations between the City and Project Applicant prior to Project approval. As a result, the Project would be consistent with this policy.

LUCE Goals and Policies	Consistency Analysis
Policy LU11.1: Neighborhood Housing. Continue to support healthy, diverse neighborhoods that provide a range of housing choices to meet the needs of their residents. **Policy LU11.2:** Expand Housing Opportunities. Expand housing opportunities by identifying and designating specific infill areas along transit-rich boulevards and in the districts, including near Expo Light Rail stations and at transit hubs. In these areas, new residential is desired to create complete neighborhoods and support sustainability goals.	**Consistent.** The Project would provide up to 108 residences, including up to 60 condominium units on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel. These new residential units would be located within close proximity to transit. Specifically, the proposed residential units would be located in close proximity to transit stops for the Big Blue Bus and Metro bus lines, as a well as the Expo LRT Downtown Santa Monica Station. Further, the proposed residential units would be located within close proximity to retail, service, and entertainment uses. Therefore, the Project would contribute to the range of housing choices within the community, contribute to a complete neighborhood and support the City's sustainability goals. Therefore, the Project would and would be consistent with these policies.
Policy LU12.1: Integration. Integrate the preservation of historic buildings into land use and planning practices.	**Consistent.** The existing Palisades Building, which is located in the northeastern corner of the Hotel Parcel, became a City-designated landmark in January 2013. The Project would rehabilitate the historic 1924 Palisades Building consistent with *The Secretary of the Interior's Standards for Rehabilitation*. The proposed connections of the California and Ocean Buildings to the Palisades Building would be architecturally treated to preserve the historic integrity of the Palisades Building. In addition, the Moreton Bay Fig Tree, which was planted prior to 1900 and is located at the lobby entrance to the Hotel, was designated as a City landmark in 1976. The Moreton Bay Fig Tree would be protected during construction activities by a protective fence, inside which no construction activities, excavation, staging, or storage would be allowed. (See Section 4.5, *Historical Resources*, of this EIR for a detailed analysis of the Project's potential impacts to historic resources and Section 4.3, Biological Resources, for a discussion regarding the tree.) As a result, the Project would integrate the preservation of historic buildings into land use and planning practices.
Policy LU12.3: Rehabilitation of Historic Resources. Promote adaptive reuse of historic structures and sensitive alterations where changes are proposed. New construction or additions to historic structures shall be respectful of the existing historic resource.	**Consistent.** As indicated above, the Project would retain and rehabilitate the historic 1924 Palisades Building consistent with *The Secretary of the Interior's Standards for Rehabilitation*. In addition, the proposed connections of the California and Ocean Buildings to the Palisades Building would be architecturally treated to preserve the historic integrity of The Palisades Building. (See Section 4.5, *Historical Resources*, of this EIR for a detailed analysis of historic resources.) As a result, the Project would reuse a historic structure and the new construction would be respectful of the existing historic resource.
Policy LU13.2: Neighborhoods. Recognize, maintain and enhance existing neighborhoods as defined by their distinctive character, design and pattern of development and the high-quality environment they provide for a diversity of households.	**Consistent.** The Hotel Parcel and Second Street Parcel are located within the Downtown Core. The proposed mixed-use development and affordable housing would contribute to the Downtown Core through the mix of hotel, residential, retail, and service uses. In addition, the Project would provide open space and landscaping to enhance the character and pattern of the development in the Downtown Core. With regard to the residential neighborhood to the north, the proposed 7-story California Building would be directly across California Avenue from the 14-story condominium building at 101 California Avenue. The Ocean Building, would include step backs and articulation that would serve to reduce the bulk and mass of the development in relationship to the surrounding uses. The affordable residential units on the Second Street Parcel would by use, type, and massing blend in with the adjacent uses on 2nd Street. Thus, the Project would recognize, maintain and enhance the character of the neighborhood in which it is located as well as the adjacent residential neighborhood.
Policy LU15.1: Create Pedestrian-Oriented Boulevards. Orient the City's auto-dependent boulevards to be inviting avenues with wider sidewalks, improved transit, distinctive architecture, landscaping, trees, planted medians and neighborhood-friendly services - defining a new sense of place where local residents will be attracted to shop, work, live and play.	**Consistent.** The Project would provide distinct architecture on a property designated with an ELS Overlay within the Downtown. As indicated under Policy LU4.4, the building facing Wilshire Boulevard would contribute to the pedestrian environment through the provision of retail uses on the ground floor in contrast with the current conditions in which the Wilshire Boulevard frontage has a brick wall covered with vegetation. In addition, the building would have a recessed corner entrance area at the intersection. The mass at the base of the building would be broken up with windows that would also provide visual interest. These elements would create a pedestrian-scale along the Wilshire Boulevard and 2nd Street facades of the building. The Project would also result in the removal of the curb cuts along Wilshire Boulevard, which would contribute to a more pedestrian-friendly experience. The Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. Street trees would be planted in accordance with the City's requirements. Thus, the Project would enhance the Wilshire Boulevard and Ocean Avenue corridors and would contribute to the pedestrian experience.

LUCE Goals and Policies	Consistency Analysis
Policy LU 15.2: Respect Existing Residential Scale. New commercial or mixed-use buildings adjacent to residential districts shall be contained within a prescribed building envelope designed to maintain access to light and air and to preserve the residential character.	**Consistent.** As discussed above under Policy LU1.5, the greater massing and height of the Ocean Building would be located in the central portion of the Hotel Parcel, such that the new buildings would transition down in size, height and scale toward the adjacent residential structures to the north. The proposed California Building would be 7 stories, 80 feet in height across from the existing 14-story condominium building at 101 California Avenue. The proposed Ocean Building would have varying heights and the proposed step backs would provide articulation, which would serve to break up the building mass. In addition, open space would be provided. The site plan as proposed would maintain existing levels of light and air at adjacent residential sites. (See Section 4.1, Aesthetics, for an analysis of shade/shadow.)
Policy LU15.12: Buildings should have their primary facades located at the back side of the sidewalk or on the property line. However, to encourage a well-landscaped streetscape with places for people to gather, small landscaped, people-gathering spaces are encouraged where they will attract people without interrupting the pedestrian retail experience. The intent is to have an overall ground coverage of 80 percent on each block.	**Consistent.** The Project would comply with the building frontage line requirements consistent with the DCP (minimum 18 feet from face of curb on Wilshire Boulevard, minimum 20 feet from face of curb on 2nd Street and minimum 20 feet from face of curb on Ocean Avenue) to further enhance the pedestrian experience around the Hotel Parcel. The affordable housing building on the Second Street Parcel would be consistent with the minimum 15 feet on 2nd Street. The proposed open space on the Hotel Parcel at the intersection of Wilshire Boulevard and Ocean Avenue would provide a public gathering place within proximity to Palisades Park and other regional destinations in the downtown.
Policy LU 18.3: Increase Connections. Create additional connections and upgrade existing routes to the beach and oceanfront.	**Consistent.** As discussed above, the Project would create additional connections and would allow pedestrian movement through the Hotel Parcel by removing the existing perimeter walls and providing walkways through the Site. The Project would provide a mid-block pedestrian connection between Ocean Avenue and 2nd Street. In addition, the Project would provide pedestrian connection to Palisades Park with the publicly accessible open space at the Wilshire Boulevard and Ocean Avenue intersection and by providing pedestrian entrances to the Hotel Parcel along Ocean Avenue. The mid-block pedestrian pathway through the Hotel Parcel would provide additional routes to Palisades Park and the beach.
Policy LU 20.2: Street Landscaping. Provide street landscaping and streetscape features to enhance the public realm throughout the City.	**Consistent.** The Project would result in the removal of two street trees, one on the west side of 2nd Street and one on Ocean Avenue, to accommodate vehicular access to the Hotel Parcel. However, replacement trees would be planted consistent with the Urban Forest Master Plan. In addition, with the replacement of the sidewalk on the west side of 2nd Street, the applicant would coordinate with the City to ensure that the design provides for future root growth for the existing street trees. With the removal of the existing curb cuts on Wilshire Boulevard, two new street trees would be planted along Wilshire Boulevard. If approved by the City, the parkway planter adjacent to the southern end of the Project Site on Ocean Avenue would be extended and street trees planted as designated in the Urban Forest Master Plan. In addition, landscaping and pavement treatment would be provided at the Second Street Entry Court. The Wilshire Building would include a recessed corner entrance area at the intersection of Wilshire Boulevard and 2nd Street. Publicly accessible open space would be provided at the intersection of Wilshire Boulevard and Ocean Avenue, expanding the sense of street landscaping and leading to the historic Moreton Bay Fig Tree located in the central portion of the Hotel Parcel. Landscaping would be provided along California Avenue adjacent to the ground-level hotel patios. The street tree located adjacent to the Second Street Parcel would be retained. Thus, the Project would provide or retain street landscaping and would include streetscape features to enhance the public realm.
Policy LU 20.3: Maintaining the Urban Forest. Encourage properties adjacent to the public right-of-way to contribute to the urban forest environment through on-site plantings and street tree care and maintenance.	**Consistent.** As discussed above, although two street trees would be removed the Project would provide additional street trees consistent with the Urban Forest Master Plan. As under existing conditions, landscaping would be provided throughout the Hotel Parcel and within the proposed open space areas. The Public Garden Terraces at the intersection of Wilshire Boulevard and Ocean Avenue would include landscaping that would contribute to the urban forest. Landscaping would be provided along California Avenue adjacent to the ground-level hotel patios. The street tree adjacent to the Second Street Parcel would be retained.
Neighborhood Conservation – Citywide Goals and Policies	
Policy N1.5: Encourage and incentivize preservation or adaptive reuse of historic structures and older apartment buildings.	**Consistent.** The Project would retain and rehabilitate the historic 1924 Palisades Building consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. (See Section 4.5, *Historical Resources,* of this EIR, for a detailed analysis of historic resources.)

LUCE Goals and Policies	Consistency Analysis
Policy N1.7: Make new development projects of compatible scale and character with the existing neighborhoods, providing respectful transitions to existing homes, including ground level open spaces and appropriate building setbacks and upper-floor step backs along neighborhood streets.	**Consistent.** The Project as designed would respect nearby uses by locating the higher portions of the Ocean Building in the center of the Project Site, with transitions to lower building heights at the perimeter of the Hotel Parcel thereby being compatible with the scale and character of the surrounding development. More specifically, the Ocean Building would include a variety of step backs on the upper levels and on the eastern façade to reduce the overall mass of the structure and to be compatible with the surrounding development particularly buildings along 2nd Street. With regard to development across California Avenue, the historic Palisades Building would be retained and the new California Building would be 80 feet in height and would be located across California Avenue from a 13-story residential building located at the northeast corner of California Avenue ~~Street~~ and Ocean Avenue. The California Building would have stepbacks and balconies that would provide articulation and reduce the mass of the building. In addition, the Project would remove the existing exterior walls around the perimeter of the Project Site and would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. The Project would provide pedestrian walkways through the Hotel Parcel and would create a mid-block pedestrian connection between Ocean Avenue and 2nd Street. With regard to the Second Street Parcel, the proposed development would be located in between a 2-story structure to the south and a 17-story structure to the north. The proposed structure on the Second Street Parcel would be a maximum of 60 feet, consistent with the DCP. The structure would be compatible in terms of scale and character with the 6-story condominium building across 2nd Court from the Second Street Parcel. In addition, the structure on the Second Street Parcel would comply with the required setbacks and building articulation. Therefore, the development on the Second Street Parcel would be consistent in scale with the surrounding residential development. In summary, the Project would be consistent with this policy as the buildings would provide respectful transitions to existing residences and the Project would include ground level open space and upper-floor step backs.
Policy N1.11: Offer superior landscaped environments that include tree-lined sidewalks, landscaped setbacks, courtyards, and parkways (where appropriate), and avoid front yards visually dominated by automobiles.	**Consistent.** The Project would provide the Public Garden Terraces, approximately 0.32 acre of publicly accessible open space, at the intersection of Wilshire Boulevard and Ocean Avenue, which would include bench seating and a prominent piece of public art, and a linear garden ~~lawn~~ area. The Project would also include the Miramar Gardens, approximately 0.76 acres in size, adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. With the removal of the existing perimeter wall, the interior of the Hotel Parcel would be visually open for people to see the landscaping, including the landmark Moreton Bay Fig Tree in the center of the Site. The Project would also provide walkways through the Site between Ocean Avenue and 2nd Street, allowing access to the Tree. In addition, street trees would be protected during construction in accordance with the City's requirements. While the Project would result in the removal of two street trees to accommodate vehicular access to the Hotel Parcel, replacement trees would be planted consistent with the Urban Forest Master Plan. In addition, the replacement sidewalk on the west side of 2nd Street would be designed to provide for future root growth for the existing street trees. With the removal of the existing curb cuts on Wilshire Boulevard, two new street trees would be planted along Wilshire Boulevard. If approved by the City, the parkway planter adjacent to the southern end of the Project Site on Ocean Avenue would be extended and street trees planted as designated in the UFMP. In addition, landscaping and pavement treatment would be provided at the Second Street Entry Court. Landscaping would also be provided along California Avenue adjacent to the ground-level hotel patios. The street tree located adjacent to the Second Street Parcel would be retained. Thus, the Project would provide or retain street landscaping and would include streetscape features to enhance the public realm. Finally, the existing surface parking lot adjacent to Wilshire Boulevard would be removed. Therefore, the Project would be consistent with this policy.
Policy N4.5: Ensure that new development or redevelopment of existing properties respects the neighborhood history and culture.	**Consistent.** The Project would rehabilitate the historic Palisades Building consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. The proposed connections of the California and Ocean Buildings to the Palisades Building would be architecturally treated to preserve the historic integrity of the Palisades Building. In addition, the Project would retain the Moreton Bay Fig Tree through the implementation of a Tree Protection Plan (See Section 4.5, *Historical Resources*, of this EIR for a detailed analysis of the Project's potential impacts to historic resources.) In addition, the Project would remove the existing perimeter walls and open up the Hotel Parcel both visually and physically with the provision of walkways through the Site. Therefore, the Project would be consistent with this policy.

LUCE Goals and Policies	Consistency Analysis
Policy N4.6: Incorporate sustainable building practices, and encourage redevelopment to consider adaptive reuse as an alternative to demolition.	**Consistent.** Development on the Hotel Parcel would incorporate green building design features into the new construction, with the objective of obtaining a minimum of LEED-certified V3 Gold designation for all new buildings with pursuit of LEED-certified V3 Platinum designation. New buildings on the site would conform to CalGreen requirements. In addition, the Project would retain and rehabilitate the existing Palisades Building. The proposed residential building on the Second Street Parcel would also conform to CalGreen requirements and would incorporate green building design features. Some of the key sustainability features that would be incorporated into the redevelopment of the Project include photovoltaic panels, LED lighting, harvesting of stormwater, green roofs, non-potable irrigation for landscaping, bicycle parking, electric car chargers, and drought tolerant landscaping.
Goal N26: Protect, preserve and enhance the Downtown residential neighborhood and ensure that structures of historical significance are preserved.	**Consistent.** As indicated above, the Project would protect and preserve the historic resources on the Hotel Parcel. As indicated under Policy N1.7, the Project would provide respectful transitions to existing nearby residences through the placement of height within the Hotel Parcel, the provision of setbacks and building articulation, and the removal of the perimeter walls on the Hotel Parcel. In addition, the Project would contribute to the Downtown neighborhood through the provisions of publicly accessible open space and the intersection of Wilshire Boulevard and Ocean Avenue. The Project would also activate the street frontage along Wilshire Boulevard with the provision of ground floor commercial space. The landscaping both on the Hotel Parcel and within the public right-of-way would also serve to enhance the Downtown neighborhood.
Historic Preservation – Citywide Goals and Policies	
Policy HP 1.3: Ensure that new development, alterations or remodeling on, or adjacent to, historic properties are sensitive to historic resources and are compatible with the surrounding historic context.	**Consistent.** As discussed under Policies LU12.1 and LU12.3, the Project would retain and rehabilitate the historic 1924 Palisades Building with the intent of being consistent with *The Secretary of the Interior's Standards for Treatment of Historic Properties*. The proposed connections of the California and Ocean Buildings to the Palisades Building would be architecturally treated to preserve the historic integrity of The Palisades Building. The Project would also retain the Moreton Bay Fig Tree. The Project would not result in an impact on off-site historic resources, such as the following: 1137 2nd Street adjacent to the Second Street Parcel; the Former JC Penney Building (Banana Republic) at 1202 3rd Street on the 3rd Street Promenade; Palisades Park; and the General Telephone Building/Lawrence Welk Plaza at 100 Wilshire Boulevard. (See Section 4.5, *Historical Resources*, of this EIR for a detailed analysis of the Project's potential impacts to historic resources.) As a result, the Project would be consistent with this policy.
Policy HP 1.8: Encourage the preservation and regular maintenance of mature trees and landscaping that contribute to the unique character of a neighborhood.	**Consistent.** As discussed under Policy LU 20.2, the Project would result in the removal of two street trees, one on the west side of 2nd Street and one on Ocean Avenue, to accommodate vehicular access to the Hotel Parcel. However, replacement trees would be planted consistent with the Urban Forest Master Plan. In addition, landscaping would be provided in the open space areas throughout the Hotel Parcel. For example, the Project would provide the Public Garden Terraces and Miramar Gardens that would provide landscaped area adjacent to the sidewalk along Ocean Avenue. Landscaping or a lawn area would be provided along California Avenue adjacent to the ground-level hotel patios. With regard to the Moreton Bay Fig tree, the Applicant has been implementing a long-term management program for the tree since 2006. The Moreton Bay Fig tree would be made a focal point of the Hotel Parcel and management of this tree would continue under a Tree Protection Plan (see Appendix C of this EIR). Implementation measures of the Tree Protection Plan include: the weekly management of irrigation; monthly observation and reporting of any structural issues to be addressed; inspection of the tree for any pest, disease, or nutritional needs and implementation of remediation practices as required; and written reports prepared and submitted to the Applicant as needed. Please refer to Section 4.3, *Biological Resources*, of this EIR, for a detailed analysis of potential impacts to the Moreton Bay Fig tree. Thus, the Project would preserve and maintain mature trees and landscaping, as well as install new landscaping that would contribute to the unique character of the Downtown Core.
Policy HP 1.10: Review proposed developments for potential impacts on unique archaeological resources, paleontological resources, and incorporate appropriate mitigation measures to protect or document the resource.	**Consistent.** Archaeological and paleontological analyses have been completed for the Project and discussed in Section 4.6, *Archaeological Resources* and Section 4.8, *Geology and Soils* (Paleontological Resources), of this EIR. As there is the potential to encounter resources during excavation, mitigation measures are provided for impacts on these resources. With the incorporation of mitigation measures the potential impacts would be reduced to a less than significant level.

LUCE Goals and Policies	Consistency Analysis
Policy HP 3.4: Support inclusion of historic preservation as a community benefit in development above the base.	**Consistent.** As discussed under Policies LU 12.1 and LU 12.3, the Project would retain and rehabilitate the historic Palisades Building with the intent of being consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. In addition, the Project would retain the Moreton Bay Fig Tree through the implementation of a Tree Protection Plan (see Appendix C-2 of this EIR). The Project would provide other community benefits as discussed under Policy LU 10.2, including the provision of publicly accessible open space, public art, and affordable housing. (See Section 4.5, *Historical Resources*, of this EIR for a detailed analysis of historic resources.)
Wilshire Boulevard Policies (Applicable to the Hotel Parcel Only)	
Policy B1.4: Encourage mid-price range hotels along the boulevard.	**No Conflict.** While the Project would not provide a mid-price range hotel on Wilshire Boulevard it would renovate and redevelop an aging luxury hotel located within close proximity to tourist attractions and within the City's Downtown Core. Redevelopment of the Hotel Parcel would continue the existing pattern of hotel use, and would not preclude or conflict with attainment of this policy.
Policy B1.6: Ensure that buildings fronting Wilshire Boulevard have primary facades facing the boulevard and located on the property line or back side of the sidewalk. However, to encourage a lively streetscape with places for people to socialize, small landscaped gathering spaces and plazas are encouraged.	**Consistent.** The Ocean Building would have a primary façade facing Wilshire Boulevard. The Project would comply with the DCP Building Frontage Line standards. The Ocean Building would have a recessed corner entrance area with decorative sidewalk treatment at the intersection of Wilshire Boulevard and 2nd Street, thus contributing to the pedestrian environment. In addition, the ground-level retail uses, which would be oriented toward Wilshire Boulevard and 2nd Street, would serve to activate the pedestrian character.
Policy B1.10: Mostly limit ground floor uses to active retail with generally continuous, transparent (non-tinted) display windows facing the sidewalk.	**Consistent.** As discussed under Policy LU 4.4, the ground floor of the Ocean Building would include about 6,600 square feet of retail space oriented to the street frontages. The proposed Ocean Building would have generally continuous, transparent display windows facing the sidewalk (see Figure 2-9 in Chapter 2, Project Description, of this EIR).
Policy B1.11: Ensure that mixed-use developments include active ground floor uses that face the boulevard with residential or office development located on the upper floors.	**Consistent.** As discussed under Policies LU4.4 and B.1.10, the proposed Ocean Building would have ground floor commercial space oriented to the street frontages. The other uses within the building, ballroom, meeting rooms, pool, and lounge, would primarily support the active function of the hotel and would be readily accessible from the Second Street Entry Court and underground parking structure. While some of this space would be on the ground floor, it would be oriented toward the Second Street Entry Court and the Miramar Gardens. The proposed residential units would be on the upper floors of the Ocean Building.
Policy B1.13: Offices and other limited pedestrian access uses are discouraged on the ground floor facing the boulevard. Entrances to upper-level uses, such as lobbies, shall be limited in length along the sidewalk.	**Consistent.** As discussed under Policies LU4.4 and B.1.10, the ground floor space of the Ocean Building facing the streets would be occupied by retail uses consistent with this policy. The remainder of the Hotel Parcel fronting on Wilshire Boulevard would be open space.
Policy B2.2: Enhance the streetscape environment to create an inviting pedestrian experience with bus shelters, open plazas, bike parking and street level activity.	**Consistent.** As discussed under Policies LU2.6, LU15.7, and B1.10, the proposed Ocean Building would include a recessed corner entrance area with decorative sidewalk treatment at the intersection of Wilshire Boulevard and 2nd Street. The ground-level retail uses would serve to activate the pedestrian character of the Wilshire Boulevard sidewalk between Second Street and Ocean Avenue, an area currently consisting of a brick wall covered with vegetation. A publicly accessible open space area would be created at the intersection of Wilshire Boulevard and Ocean Avenue.

LUCE Goals and Policies	Consistency Analysis
Downtown Neighborhood Goals and Policies	
Goal N26: Protect, preserve and enhance the Downtown residential neighborhood and ensure that structures of historical significance are preserved.	**Consistent.** The Project would contribute to and support the Downtown residential neighborhood through the provision of up to 60 units on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel. In addition, the Project would update an aging luxury hotel while preserving the historic resources on the Project Site that would include the Palisades Building and Moreton Bay Fig. The Project would also contribute to the residential neighborhood through the provision of the Public Garden Terraces (approximately 0.32 acre of publicly accessible open space) at the intersection of Wilshire Boulevard and Ocean Avenue as well as the Miramar Gardens (approximately 0.76 acres in size) adjacent to the Public Garden Terraces. In addition, a mid-block pedestrian linkage through the Hotel Parcel would be created by the removal of the existing exterior walls and the provision of pedestrian walkways between Ocean Avenue and 2nd Street, thus breaking up the super-block that currently exists. Further, the Project would activate the intersection of Wilshire Boulevard and 2nd Street by providing ground-level retail uses at the intersection, thus facilitating a pedestrian linkage to the Third Street Promenade. Thus, the Project would enhance the residential neighborhood while preserving historic resources.
Downtown District Policies	
Policy D1.1: Create a diversity of retail opportunities including local-and-regional-serving retail and dining in the Downtown.	**Consistent.** The Project would include a mix of commercial uses, including local and regional retail, restaurant, and services. Thus, the Project would contribute to the diversity of uses in the Downtown Core.
Policy D1.4: Encourage new or expanded hotel and other visitor-serving uses in the Downtown.	**Consistent.** The Project consists of the redevelopment of the aging hotel to provide a mixed-use luxury hotel with new food and beverage facilities, open space, a spa, meeting facilities, and retail space, along with residential units on the upper floors of the Ocean Building on the Hotel Parcel. In addition, up to 48 affordable housing units would be developed on the Second Street Parcel. Thus, the Project would create a new hotel as well as visitor-serving uses in the Downtown Core. The Project would contribute to the diversity of visitor-serving uses in the Downtown Core.
Policy D1.5: Focus new investment in the areas of the Downtown District that are accessible to transit, accommodate mixed-use development, contribute to the pedestrian-oriented environment, and support substantial community benefits in areas such as: The 4.5-acre site at the northeast corner of Wilshire Boulevard and Ocean Avenue which, due to its prominent location and unobstructed ocean views could be a site of exceptional planning and design. *(Six other sites mentioned in this Policy are not applicable to this Project)*	**Consistent.** This policy identifies the Hotel Parcel as an Opportunity Site and indicates that the site is located in a prominent location. As discussed under Policy LU10.2, a Development Agreement would be required for the Project. The Project would create a mixed use development, including hotel, retail and service, and residential uses on the Hotel Parcel. As discussed under Policy LU 15.13, the Project would be constructed in a modern design with high quality building materials. The new buildings would provide a strong horizontal emphasis with deep overhangs defining individual floors and building functions, feature varied building heights and step-backs. The Project would also provide publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue, which would provide a gathering space and create pedestrian connections to the Palisades Park and other nearby destinations. In addition, as discussed under Policy LU10.2, the Project would include community benefits such as the provision of an approximately 0.32-acre public park, which would include public art, at the corner of Wilshire Boulevard and Ocean Avenue. The Project would also open the site visually and physically through the removal of the exterior perimeter wall and the provision of walkways through the site providing a connection between 2nd Street and Ocean Avenue. Thus the Project would provide planning and design that is reflective of the prominence and importance of the site within the Downtown Core and within proximity to numerous regional attractions.
Policy D7.1: Encourage a broad mix of uses that create dynamic activity in both the daytime and evening hours including retail, hotels, office, high-density residential, entertainment and cultural uses in the Downtown.	**Consistent.** The Project consists of the redevelopment of the Hotel Parcel to provide a mixed-use luxury hotel with new food and beverage facilities, open space, a spa, meeting facilities, and retail space. In addition, up to 60 residential units would be developed on the upper floors of the Ocean Building as well as up to ~~40~~48 affordable housing units on the Second Street Parcel. The Project would contribute to the dynamic activity in both the daytime and evening hours through the location of hotel rooms and residences within close proximity to retail, service, office, and entertainment uses as well as regional destinations, including the Santa Monica Pier, Palisades Park, and the Santa Monica Beach. The proposed Ocean Building would activate the pedestrian character of the Wilshire Boulevard sidewalk through the provision of ground-level retail uses along the boulevard between 2nd Street and Ocean Avenue. In addition, the creation of a public plaza/garden at the corner of Wilshire Boulevard and Ocean Avenue would open up the site, create a gathering place, and connect with Palisades Park. Thus, through the site design and mix of uses, the Project would contribute to the diversity of uses and activity in the Downtown Core during both the daytime and evening hours.

LUCE Goals and Policies	Consistency Analysis
Policy D7.5: Explore options for the adaptive reuse or retention of historic resources. Require new buildings constructed in proximity to existing historic resources to respect the context and character-defining features of the historic resource. **Policy D7.6:** Utilize the Secretary of the Interior's Standards to preserve identified character-defining features of historic resources.	**Consistent.** The Project would retain and rehabilitate the historic Palisades Building with the intent of being consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. In addition, the proposed connections of the California and Ocean Buildings to the Palisades Building would be architecturally treated to preserve the historic integrity of The Palisades Building. (See Section 4.5, Historical Resources, of this EIR for a detailed analysis of historic resources.)
Policy D7.7: Encourage residential units with a diversity of types, forms, sizes, tenure, and affordability for all income levels.	**Consistent.** As discussed under Policies LU11.1 and LU11.2, the Project would provide up to 108 residences, including up to 60 condominium units on the Hotel Parcel and up to 48 affordable units with a mix of bedroom sizes (e.g.,17 one-bedroom, 16 two-bedroom, and 15 three-bedroom units) on the Second Street Parcel, thus contributing to the type, sizes, tenure, and affordability for all income levels.
Policy D8.6: Limit ground floor uses mostly to active retail with generally continuous, transparent (non-tinted) display windows facing the sidewalk.	**Consistent.** As discussed under Policy LU 4.4, the Project would provide ground floor commercial space at the intersection of Wilshire Boulevard and 2nd Street. The building would have continuous, transparent display windows facing the sidewalks. Thus, the Project would be consistent with this policy.
Policy D8.7: Encourage mixed-use developments to have active ground floor uses that face the boulevard with residential or office uses located on the upper floors. **Policy D8.8:** Discourage offices and other limited pedestrian access uses on the ground floor facing the street. Limit the length of entrances to upper-level uses, such as lobbies.	**Consistent.** As discussed under Policies LU 4.4, B.1.10, and B.1.11, the Project would provide ground floor commercial space at the intersection of Wilshire Boulevard and 2nd Street. In addition, publicly accessible open space would be provided at the corner of Wilshire Boulevard and Ocean Avenue. These components would serve to activate the street. Residential units on the Hotel Parcel would be located in the central portion of the property. In addition, residential units and associated uses would be developed on the Second Street Parcel.
Policy D8.9: Encourage sidewalk dining where it meets established criteria.	**Consistent.** The Project would include outdoor dining on the Hotel Parcel. Uses for the proposed commercial floor area along Wilshire Boulevard have not been identified. However, if sidewalk dining were to occur it would be provided in accordance with established criteria.
Policy D8.10: Require new incentivized development to participate in shared parking and TDM strategies.	**Consistent.** The Project would enhance the Miramar's existing TDM strategies to further reduce peak hour trips. See Section 4.17, Transportation, of this EIR for further discussion.
Policy D9.3: Discourage open on-grade parking and on-grade parking visible from the street.	**Consistent.** The Project would provide on-site parking spaces within an underground garage. ~~.~~ Parking for the Second Street Parcel would also be provided in a subterranean parking structure with vehicular access provided via a driveway on 2nd Court. Thus, on-grade parking would not occur on the Project Site and would not be visible from the street.
Policy D9.4: Locate active retail space on a pedestrian street facing the sidewalk at the ground floor.	**Consistent.** As discussed under Policies LU 4.4, B.1.10, and B.1.11, the Project would provide ground-level commercial floor space facing the streets. Thus, the Project would be consistent with this policy.
Policy D9.5: Encourage public art throughout the Downtown.	**Consistent.** The Project would provide publicly accessible open space, with the creation of the Public Garden Terraces, which would be approximately 0.32 acre of publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. Therefore, the Project would comply with this policy.
Sustainability and Climate Change	
Policy S2.1: Implement the VMT reduction policies of the Land Use and Circulation Element of the General Plan including, but not limited to: focusing new growth in the mixed-use, transit-oriented districts; focusing new growth along existing corridors and nodes; supporting the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and, promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the City.	**Consistent.** The Project Site is located at the northern end of the mixed-use, urban Downtown Core of the City. The Project would locate up to 108 residential units (60 on the Hotel Parcel and 48 on the Second Street Parcel) as well as visitors to the City within close proximity to public transit and a diverse mix of uses, including retail, service, office, and entertainment uses. Thus, the Project would contribute to the City's VMT reduction policies in the LUCE.

LUCE Goals and Policies	Consistency Analysis
Housing	
Policy H1.5: Encourage construction of affordable housing units on-site within the corridor or district.	**Consistent.** As discussed under Policy LU11.2, the Project would provide up to 108 residences, including up to 48 affordable housing units on the Second Street Parcel. Therefore, the Project would be consistent with this policy.
Policy H3.1: Locate new housing opportunities near transit and within walking distance of local retail and services.	**Consistent.** As discussed under Policies LU11.1 and LU11.2, the Project would provide up to 108 residences, including up to 60 condominium units on the Hotel Parcel and up to 48 affordable units with a mix of bedroom sizes (e.g.,17 one-bedroom, 16 two-bedroom, and 15 three-bedroom units) on the Second Street Parcel, within close proximity to public transit and local retail and services. Several transit routes are located in the vicinity, including the Santa Monica Big Blue Bus Rapid 7 route (with a stop at the intersection of Santa Monica Boulevard and Ocean Avenue) and the Santa Monica Big Blue Bus Wilshire Boulevard Route 2 (with a stop at the intersection of Wilshire Boulevard and Fourth Street) and Metro Local 20 bus route (with a stop at the intersection of Wilshire Boulevard and Ocean Avenue and Wilshire Boulevard and the Third Street Promenade) and the Metro Rapid 7 route is located approximately two blocks to the southeast of the Project Site. In addition, site is located within approximately 0.5 miles of the Expo LRT Downtown Santa Monica Station. The site is at the northern end of the Downtown Core, which includes a wide mix of retail, service, and entertainment uses. Thus, the Project would be consistent with this policy.
Policy H4.1: Encourage the production of both rental and ownership housing. **Policy H4.4:** Encourage a range of housing options in the Downtown, including the addition of ownership housing to enhance the district as a stable residential neighborhood and to capitalize on the Expo Light Rail line.	**Consistent.** The Project would provide up to 108 residences, including up to 60 condominium units on the Hotel Parcel and up to 48 affordable units with a mix of bedroom sizes (e.g.,17 one-bedroom, 16 two-bedroom, and 15 three-bedroom units) on the Second Street Parcel, which would likely include both rental and ownership housing. Thus the Project would provide a mix of housing options that would likely include rental and ownership units within the Downtown Core.
Policy H5.1: Ensure that new housing on commercial boulevards is designed to transition to adjacent existing residential neighborhoods in a way that reflects the scale of existing adjacent residential structures.	***Hotel Parcel*** **Consistent.** The proposed Ocean Building would have up to 60 condominium units located on the upper floors. While the parcel fronts Wilshire Boulevard, the residential units would be located in the central portion of the site. The proposed California Building would be located at the perimeter of the site adjacent to the existing residential neighborhood. The California Building would be 7 stories, 80 feet in height and would be directly across California Avenue from the 14-story condominium building at 101 California Avenue. Thus, the proposed housing would be compatible with the adjacent existing residential neighborhood.
Policy H6.1: Encourage housing to be located along transit corridors and close to transit stations. **Policy H6.2:** Encourage complementary uses and local services in conjunction with or adjacent to new housing, and locate housing in close proximity to existing services.	**Consistent.** As discussed under Policy H3.1, the Project Site is located within close proximity to transit. The Project would locate up to 108 units close to Big Blue Bus routes and Metro routes as well as within approximately 0.5 miles of the Expo LRT Downtown Santa Monica Station. The Hotel Parcel would be developed with commercial uses, including retail, food service, and spa uses that would serve visitors to the Project Site as well as local residents.
Policy H7.1: Require the inclusion of usable private and common ground floor open space that promotes passive and active social interaction.	**Consistent.** The Project would include both public and private open space areas. An approximately 0.32-acre publicly accessible open space would be located at the corner of Wilshire Boulevard and Ocean Avenue. The Miramar Gardens, which would be located adjacent to the Public Garden Terraces, would be open to the public when not in Hotel use. Another open space area would be located between the Ocean Building and the California Building. A hotel swimming pool and deck would be located on floor three of the Ocean Building overlooking the Miramar Gardens. This deck would include a pool café open to the public. An outdoor swimming pool and deck for residents and their guests would be located on floor eight of the Ocean Building. A rooftop deck would also be located on top of the California Building for smaller intimate hotel functions. The Second Street Parcel would include a community space for residents on the ground floor. Thus, the Project would provide open space areas that would promote passive and active social interaction.

LUCE Goals and Policies	Consistency Analysis
Policy H7.2: Encourage the incorporation of' "quality of life" features in common areas such as seating areas, landscaping, and recreational facilities.	**Consistent.** As discussed under Policy LU4.6, approximately 0.32 acres of publicly accessible open space on the Hotel Parcel would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. An open space area would also be located between the Ocean Building and the California Building for use by residents, hotel guests, and spa patrons. This area would include a reflecting pool as well as landscaped and garden areas. The building located on the Second Street Parcel would include a community space for residents on the ground floor. Thus, the Project would incorporate quality of life features in the common areas.
Policy H7.3: Encourage pedestrian and bicycle connections that support active and healthy living, and increase accessibility to daily needs and services.	**Consistent.** As discussed under Policy LU15.5, the Project would create mid-block connections and would allow pedestrian movement through the Hotel Parcel by removing the existing perimeter wall and the providing walkways through the Site. For example, the mid-block pedestrian pathway through the Hotel Parcel would serve to upgrade existing routes to Palisades Park. By breaking up the super-block, the Project would increase and allow for accessibility to daily needs and services.
Policy H7.5: Ensure that site and building design responds to Santa Monica's natural environment through access to natural light and air.	**Consistent.** The Project's site and building design would respond to Santa Monica's natural environment as no significant impacts would occur with regard to shade/shadow as discussed in Section 4.1, Aesthetics, of this EIR.
Diversified and Sustainable Economy	
Goal E6: Encourage hotel and other visitor-serving uses in the City that support economic sustainability and are consistent with traffic reduction incentives. **Policy E6.1:** Support the growth of additional hotel facilities, as overnight visitors provide important economic and fiscal benefits in the form of retail/restaurant sales and transient occupancy taxes (TOT) but do not significantly contribute to traffic congestion.	**Consistent.** The Project consists of the redevelopment of an aging hotel at a prominent location within the Downtown Core. The Project includes adaptive reuse and rehabilitation of the historic Palisades Building and construction of new buildings to provide a mixed-use luxury hotel with new food and beverage facilities, open space, a spa, meeting facilities, and retail space, along with up to 60 residential units on the Hotel Parcel. In addition, up to 48 units of affordable housing would be developed on the Second Street Parcel. The Project would redevelop the Miramar Hotel to restore its prominence as a world class, full-service luxury resort and ensure its competitiveness in the market. While the Project would result in an increase in trips in the Downtown, the Project would provide additional facilities and overnight accommodations for visitors, thereby contributing to the City's economic and fiscal well-being. The Project would be located within walking distance to retail, service, and entertainment uses as well as within close proximity to transit and would implement an enhanced TDM plan, thereby supporting traffic reduction. Please also see Section 4.17, Transportation.
Policy E6.2: Encourage the development of affordable hotels that offer rooms in the mid-range and budget/value price ranges to ensure that the City provides a diverse number of room types to for visitors of all income levels.	**No Conflict.** The Project would not develop an affordable hotel with rooms in the mid-range and budget/value price ranges. However, as indicated above, the Project would redevelop the 86-year old Miramar Hotel to restore its prominence as a world class, full-service luxury resort and ensure its competitiveness with the other luxury hotels in Southern California. Redevelopment of the Hotel Parcel would continue the existing pattern of hotel use on the property and would not preclude or conflict with attainment of this policy. The Project would also develop up to 48 affordable housing units on the Second Street Parcel. While not hotel rooms, the Project would contribute to the affordable housing stock within the City.
Policy E6.3: Support expanded or new hotel and motel facilities in areas that offer a full range of visitor services as identified in the LUCE.	**Consistent.** As discussed under Policy E6.1, the Project would redevelop the 86-year old Miramar Hotel to restore its prominence as a world class, full-service luxury resort and ensure its competitiveness with other luxury hotels in Southern California. The redevelopment proposal would provide a mixed-use luxury hotel with new food and beverage facilities, open space, a spa, meeting facilities, and retail space, along with residential units on the upper floors of the new buildings. Thus, the Project would include a full range of visitor services and would be consistent with this policy.
Community Enrichment	
Goal CE1: Expand the amount, quality, diversity and interconnectivity of parks, open spaces and recreational facilities throughout the city.	**Consistent.** As discussed under Policies LU2.6 and LU4.6, the Project would provide an approximately 0.32-acre publicly accessible open space area at the intersection of Wilshire Boulevard and Ocean Avenue. The open space area at this intersection would provide a connection with the Downtown and Palisades Park across Ocean Avenue. Thus, the Project would expand the amount, quality and diversity of open space areas as well as creating a connection with Palisades Park.

LUCE Goals and Policies	Consistency Analysis
Policy CE1.1: Incentivize or require new development above the base throughout the City and particularly in activity centers along the boulevards and near the new transit stations, to include outdoor gathering places such as plazas, paseos and outdoor dining areas.	**Consistent.** As discussed under Policy LU10.2, the Project would be implemented under a Development Agreement that would assure implementation of Community Benefits in accordance with the DCP for development in the Project's ELS Overlay Zone. The Project would provide approximately 0.32 acre of open space in the Public Garden Terraces at the intersection of Wilshire Boulevard and Ocean Avenue that would include bench seating and a prominent piece of public art, and a linear garden ~~lawn~~ area. In addition, the Project would create the 0.76-acre Miramar Gardens adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. In addition, the publicly accessible open space would allow views and access to the Moreton Bay Fig, a designated City landmark. The open space on the Hotel Parcel would connect with the Palisades Park across Ocean Avenue.
Policy CE1.7: Strive for a geographic distribution of parks, open spaces and recreational facilities throughout the City such that most residents are within walking distance of a park or recreational area.	**Consistent.** As discussed under Policy LU4.6, the Project would provide approximately 0.32 acre of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. The Project would include up to 108 residential units on the Hotel Parcel and the Second Street Parcel combined. Thus, the Project would contribute to the geographic distribution of open space and would provide open space within close distance of new residences.
Policy CE2.2: Strive to make all streets pedestrian friendly to promote increased walkability.	**Consistent.** The Project would contribute to the creation of pedestrian friendly streets through the location of retail space at the intersection of Wilshire Boulevard and 2nd Street and the articulation and pedestrian scale of the proposed Ocean Building. In addition, the Project would provide a mid-block pedestrian pathway through the Hotel Parcel that would create a pedestrian connection between Ocean Avenue and 2nd Street, thus breaking up the super-block that currently exists and increasing walkability in the area. Thus, the Project would contribute to pedestrian friendly streets thereby promoting increased walkability.
Circulation Element	
Policy T8.4: Design buildings to prioritize pedestrian access from the street, rather than from a parking lot.	**Consistent.** The Project would result in the removal of the perimeter walls around the Hotel Parcel and the creation of pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. Existing surface parking would be removed and all parking would be below grade. The Project would provide retail space at the intersection of Wilshire Boulevard and 2nd Street with direct access from the sidewalk. In addition, the Project would provide approximately 0.32 acre of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, which would be directly accessible from the sidewalks.
Policy T22.1: Strive to manage on–street parking in residential neighborhoods so that, on average, 15 percent of the spaces are available to residents at all times of day. **Policy T22.3:** Maximize the efficient use of existing off-street parking am make this parking available to residents.	**Consistent.** Although not required by the DCP, the Project would provide sufficient parking within a subterranean garage on the Hotel Parcel to accommodate the parking demand, including parking for hotel, retail, restaurant, spa, lounge/bar, and employee parking along with residential parking. The provision of subterranean parking would serve to address current parking deficiencies. The 100% affordable housing building on Second Street would also include subterranean parking. Therefore, the Project would provide on-site parking to reduce the existing neighborhood parking impacts and ensure that on-site parking in the nearby residential neighborhood is available for residents.

NOTE: Goals and policies related to creating a Downtown Specific Plan are not included since the Downtown Community Plan was adopted in July 2017. See Table 4.12-5 for the consistency analysis of the Project relative to the Downtown Community Plan goals and policies.

SOURCE: ESA, 2019

Downtown Community Plan

The DCP establishes the regulatory framework to support long-term land use and development within the Downtown District that provides multiple opportunities for living, working, entertainment, and cultural enrichment. The DCP, which was approved in July 2017, sets forth comprehensive standards, policies, and tools to guide future development.

The Project's consistency with the applicable development standards of the DCP is provided in **Table 4.12-4**, *Project Consistency with Development Standards of the DCP*. The Hotel Parcel, while located within the OT District, has an Established Large Site Overlay due to its unique characteristics including the large size of the site (full city block), two existing historic landmarks and the location across from Palisades Park and across from a residential district. Section 9.10.060, Development Standards, for the OT District in which the Hotel Parcel is located are not applicable since the standards do not take into account the unique ELS standards or features, which is reason the ELS Overlay was created. Consistency with maximum height, density and open space are the only prescribed standards applicable to the Project. The site planning and building design, including standards such as building form, build-to-line, upper level stepbacks, and building frontage line will be reviewed in the final design review process with the City. Pursuant to DCP Section 9.10.110.B, the Development Agreement for the Project would establish the specific development standards for the Hotel Parcel. Table 4.12-4 addresses the applicable standards for the Hotel Parcel and the Second Street Parcel.

TABLE 4.12-4
PROJECT CONSISTENCY WITH DEVELOPMENT STANDARDS OF THE DCP

Table 2A.4 - Preferred On-Site Community Benefits	The Miramar Santa Monica
Affordable Housing	**Consistent:** The Project would include a 100% affordable housing project on the Second Street Parcel with a minimum of 30 and a maximum of 48 deed restricted affordable apartments. This affordable housing building would comply with all the relevant DCP standards. Therefore, the Project would be consistent with this table.
Public Open Space	**Consistent:** The Project would provide approximately 0.32 acres of publicly accessible open space (the Public Garden Terraces) at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. In addition, the Project would include approximately 0.76 acres (the Miramar Gardens) of open space adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. While the Palisades Garden (approximately 23,000 sf) would provide open space primarily for hotel guests and residents, the area would include an outdoor public dining terrace space that is open to the public. The Project would also include upper level outdoor decks that would be open to the public for outdoor dining. Overall the Project would increase the open space coverage from the existing 35% to approximately 52% of the Project Site.
Historic Preservation	**Consistent:** The Project includes the preservation of the landmark Moreton Bay Fig Tree and the rehabilitation of the landmark Palisades Building in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The Project would remove the perimeter walls, thereby opening up views of the Moreton Bay Fig Tree and would provide ongoing maintenance for the longevity of the tree. In addition, the Project would not result in indirect impacts to historic resources in the Project vicinity. (Please see Section 4.5, Historical Resources, for a detailed discussion.)

Section 9.10.080 Established Large Site Overlay Standards (Hotel Parcel)	
Section 9.10.080.A Height Limit	
130-feet	**Consistent:** The building heights on the Hotel Parcel would vary and would range from the existing Palisades Building height of 78 feet to a maximum of 130 feet at the Ocean Building.
Shall be processed through a Development Agreement	**Consistent:** The Project is being processed through a Development Agreement.
Additional environmental review to the extent not analyzed in the Downtown Community Plan Final EIR	**Consistent:** This EIR is a project-specific EIR for the Project and as demonstrated within this EIR, the project is consistent with the DCP and its impacts have been wholly analyzed in the DCP EIR.
Shade and Shadow analysis of the project's impacts on adjacent uses	**Consistent:** Section 4.1, Aesthetics, of this EIR provides an analysis of the Project's potential shade and shadow impacts.
Include in the application submittal comprehensive responses to how the project meets each of the priorities described in the Downtown Districts Chapter	**Consistent:** The Applicant provided a development agreement application detailing how the Project would meet the priorities described in the Downtown District Chapter including affordable housing, open space, world-class architecture and landscape design, historic preservation, public art and enhancing pedestrian, bicycle and automobile circulation in and around the Project Site.
Section 9.10.80 B Maximum Floor Area	
3.0 FAR	**Consistent:** The Hotel Parcel would have a 2.6:1 FAR. .
Section 9.10.080 C Open Space	
50% of the total parcel area, with at least 25% of the total parcel area being open space located at ground level	**Consistent:** The Hotel Parcel is approximately 192,000 sf (4.4 acres) in size. With approximately 100,000 sf of ground floor open space, the Project would provide approximately 52% open space.
Section 9.10.060 Development Standards (Second Street Parcel) [a]	
Table 4.2 Parcel and Intensity Standards	
Minimum parcel size – 7,500 sf	**Consistent:** The Second Street Parcel is approximately 0.3 acres in size or 15,000 sf.
Minimum parcel width – 50'	**Consistent:** The Second Street Parcel is approximately 100 feet wide.
Minimum parcel depth – 150'	**Consistent:** The Second Street Parcel is approximately 150 feet deep.
Table 4.2 Maximum FAR (Second Street Parcel)	
100% Affordable Housing Projects – 2.75	**Consistent:** The 100% affordable housing building on the Second Street Parcel would have a maximum FAR of 2.75.

Table 4.2 Building Form Regulated by Building Type (Second Street Parcel)

Section 9.10.060 C.1 – Build-to-Line – 70% of linear ground floor street frontage with nonresidential uses not facing a residential district built to the lot line (except for plazas/open spaces)	**Consistent:** The Project's design and build-to-lines will be reviewed in the final design review process with the City. Pursuant to DCP Section 9.10.110.B, the Development Agreement for the Project may establish the Project's build-to-line requirements. Therefore, the Project would be consistent with this section.
Section 9.10.060 C.2.a and C.3.a -- 15% minimum 5 foot-step back required above ground floor and below 39 feet for15% of front façade area and minimum 5 foot step back required above 39 feet for 35% of front façade (for WT District Tier 3 100% Affordable Housing Project has maximum 60 foot height limit)	**Consistent:** The 100% Affordable Housing building would be designed to comply with all applicable development standards. The development would have a maximum height of 60 feet.
Ground Floor Height – 16 ft.	**Consistent:** The Second Street Parcel would be developed consistent with the maximum allowable ground floor height of 16 feet.
Section 9.10.060 C.5 – Minimum Side Interior Setback – 15% of façade for WT District	**Consistent:** The Second Street Parcel would be developed consistent with the minimum side interior setback.
Section 9.10.06 D – Minimum Ground Floor Setback from face of curb to Building Frontage – 15 ft.	**Consistent:** The 100% Affordable Housing building would comply with the minimum ground floor setback of 15 feet on 2nd Street as shown in Figure 4.12 of the DCP.

[a] The Hotel Parcel is designated by the DCP as an ELS due to its unique characteristics including the large size of the site (full city block), two existing historic landmarks and the location across from Palisades Park and across from a residential district. Section 9.10.060, Development Standards, for the OT District in which the Hotel Parcel is located are not applicable since the standards do not take into account the unique ELS standards or features, which is reason the ELS Overlay was created. Consistency with maximum height, density and open space are the only prescribed standards applicable to the Project. The site planning and building design, including standards such as building form, build-to-line, upper level stepbacks, and building frontage line will be reviewed in the final design review process with the City. Pursuant to DCP Section 9.10.110.B, the Development Agreement for the Project would establish the specific development standards for the Hotel Parcel.

SOURCE: ESA, 2019.

In addition, the DCP contains goals and policies that are applicable to projects within the DCP area. **Table 4.12-5**, *Consistency with the Applicable Goals and Policies of the DCP*, provides an analysis of the Project's consistency with applicable goals and policies of the DCP.

Furthermore, the Project would be consistent and entirely within the growth forecasted and analyzed in the DCP EIR. As shown in **Table 4.12-6**, *Project Net Increment of DCP*, in terms of the amount of net new Project development proposed relative to the total development evaluated in the DCP EIR, the Project would result in 11 net new hotel rooms or 1.1% of the 974 hotel rooms studied in the DCP EIR. The maximum of 108 residential units would represent 4.6% of the 2,326 multifamily housing units studied in the DCP EIR. The 45,336 net new hotel, restaurant, retail, and meeting space would represent approximately 5.1% of the commercial square footage evaluated in the DCP EIR.

TABLE 4.12-5
CONSISTENCY WITH APPLICABLE GOALS AND POLICIES OF THE DCP

Downtown Community Plan Requirements and Policies	Consistency Analysis
Goals and Policies	
Goal LU1: The Downtown Community Plan area is a high quality, mixed-use district offering opportunities for housing for people across the income spectrum, jobs, arts and culture, local-serving retail and community/visitor gathering places.	**Consistent.** The Project would contribute to the DCP area through the redevelopment of the Hotel Parcel and the inclusion of local serving retail uses and housing along with the hotel. In addition, publicly accessible open space would be provided at the corner of Wilshire Boulevard and Ocean Avenue with a prominent piece of public art located within the area. The historic resources on the property, the Palisades Building and the Moreton Bay Fig Tree would be preserved and enhanced thereby contributing to the area. In addition, the redevelopment of the Second Street Parcel would increase the affordable housing stock by up to 48 units with a mix of unit size within the Downtown. Thus, the Project would contribute to the high quality, mixed use nature of the area for visitors as well as residents.
Policy LU 1.1 **-** Accommodate the development of public, civic and private uses that contributes to the quality of life and wellbeing of residents of all ages and abilities and the sense of a "complete neighborhood," including such uses as arts and cultural facilities, childcare facilities, parks, senior and youth facilities and meeting facilities, while adhering to the desired scale and character of development.	**Consistent.** The Project would provide significant publicly accessible open space, with the creation of the Public Garden Terraces, which would be approximately 0.32 acre of publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. The proposed publicly accessible open space would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. In addition, the Project would include the Miramar Gardens, which would be approximately 0.76 acres in size, adjacent to the Public Garden Terraces. This area would be open to the public when not in use for Hotel functions. The provision of the open space areas would contribute to the quality of life and wellbeing of residents and visitors and would contribute to the sense of a complete neighborhood.
Policy LU1.2 - Accommodate the development of uses that support a 17-hours a day/7 days a week environment that meets the needs of businesses and residents; such uses include retail goods and services, food stores, restaurants and cafés, hotels, health clubs, entertainment and comparable uses.	**Consistent.** The Project would provide a mix of uses, including hotel, retail, service, and residences in the Downtown. The Project would incorporate numerous design features to create active spaces and would provide pedestrian/bicycle linkages to uses in the vicinity of the Project Site. The Project would provide ground-level retail uses at the intersection of Wilshire Boulevard and 2nd Street. In addition, the Project would include a spa and The Bungalow, which is a destination location, as well as other food serving establishments. In addition, the Project would provide the Public Garden Terraces (approximately 0.32 acres in size) at the intersection of Wilshire Boulevard and Ocean Avenue, which would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. The Project would also include the Miramar Gardens, approximately 0.76 acres in size, adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. With the mix of uses, the creation of publicly accessible open space, the inclusion of public art, the provision of ground-level retail space at the intersection of Wilshire Boulevard and 2nd Street, and the provision of pedestrian access through the block, the Project would create active spaces and provide convenient and direct pedestrian and bicycle connections.
Policy LU1.5 - Promote the distribution of land uses such that the most active ground floor uses are provided in the historic core and areas served by transit, while the least active ground floor uses are provided in the transition areas adjacent to residential neighborhoods.	**Consistent.** Both parcels that comprise the Project Site are within transition districts, with the Hotel Parcel being located in the OT District and the Second Street Parcel being located in the WT District. Ground floor retail space would be provided on the Hotel Parcel at the corner of Wilshire Boulevard and Second Street as well as some space along Ocean Avenue. The Hotel Parcel would be primarily used for the hotel and new residential uses and the Second Street Parcel would be developed with affordable housing. Therefore, the Project would not conflict with this policy.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Goal LU2: Downtown is a thriving creative and cultural center with a unique concentration of innovative businesses, performance spaces, museums and programmed events.	**Consistent.** The Project would continue to provide a place for special events to occur under the Moreton Bay Fig Tree. The Project would open up views of the Moreton Bay Fig Tree and provide ongoing maintenance for the longevity of the tree. In addition, publicly accessible open space would be created at the intersection of Wilshire Boulevard and Ocean Avenue, which would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. The proposed publicly accessible open space would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. In addition, the Project would include the Miramar Gardens, which would be approximately 0.76 acres in size, adjacent to the Public Garden Terraces. This area would be open to the public when not in use for Hotel functions. Therefore, the Project would not conflict with this goal as the Project would contribute to the Downtown as a thriving cultural center with unique spaces for programmed events.
Goal LU3: Santa Monica's Downtown continues to be the economic center for the City, providing a diverse and flexible mix of uses that can meet future resident, business and visitor demand.	**Consistent.** The Project would contribute to the Downtown being the economic center for the City through the redevelopment of the hotel as well as the provision of retail uses on the Site. The Project would enhance hotel uses through the modernization of the hotel and ancillary uses, such as the banquet and meeting facilities. In addition, the commercial space would provide a mix of uses, such as retail and restaurant/café floor area as well as the spa. In addition, the provision of publicly accessible open space and ongoing events that occur under the Moreton Bay Fig Tree would all contribute to the Downtown as the economic center for the City.
Policy LU3.2 –Provide increased cultural and visitor-serving uses; encourage a range of accommodation types and affordability levels to provide overnight accommodations to the broadest spectrum of visitors.	**Consistent.** The Project, through the redevelopment of the hotel, would continue to provide overnight accommodations as well as visitor-serving uses, such as The Bungalow, restaurants, and retail uses as well as the spa. The Project would continue to contribute to the type of accommodations available
Goal LU4: Downtown is an attractive residential neighborhood with a range of housing opportunities, that emphasizes on affordable and family housing.	**Consistent.** In addition to the hotel and commercial uses, the Project would provide a mix of residential units. The Project would include 60 market-rate units on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel.
Policy LU4.1 – Encourage the production of new housing projects through standards and process incentives.	**Consistent.** As indicated above, the Project would include up to 108 residential units, with a mix of market rate and affordable units as well as a mix in unit size.
Policy LU4.2 – Expand Affordable and Middle-income Housing opportunities available for families, seniors and others in the Downtown area.	**Consistent.** The Project would include 60 market-rate units on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel, for a total of 108 new units. While the total number of affordable units and bedroom mix are still under consideration, for purposes of this EIR, a unit mix of 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units is assumed. This mix, or a similar mix would provide affordable units for families, seniors and others in the Downtown.
Policy LU4.3 – Accommodate a significant portion of Santa Monica's share of regional housing growth as defined by Regional Housing Needs Assessments (RHNA) within the Downtown Community Plan Area, as compared with other appropriate areas in the City.	**Consistent.** Santa Monica's allocation in the 2014-2021 cycle of the RHNA is for the provision of 1,674 units of which 42 percent would be above moderate rate units, and 58 percent would be affordable/moderate rate units. As indicated above, the Project would include 60 market-rate units on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel, for a total of 108 new units thereby contributing to the City's goal of increasing the housing stock.
Goal LU5: The Downtown Plan area demonstrates the highest levels of environmental, economic and social sustainability through appropriate land use and design.	**Consistent.** The Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Policy LU5.1 – Leverage the economic environmental and Social value of the Expo Line terminus by providing additional mixed-use development opportunities on nearby sites; also provide affordable housing, local employment, and robust community benefits emphasizing a walkable district through design and the application of extensive TDM measures.	**Consistent.** The Project would provide a mix of uses, including hotel, retail, services, and residential uses within the Downtown, approximately 0.5 miles southeast of the Expo Line terminus. In addition, the Project would provide community benefits including the provision of publicly accessible open space, the provision of affordable housing on the Second Street Parcel and the preservation of on-site historic resources. The Project would contribute to the walkability of the area through the removal of the perimeter walls around the Hotel Parcel and the creation of pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. In addition, the Project would implement an enhanced TDM program, which would include transportation allowances for employees and residents choosing to commute using non-single occupancy vehicle modes; bicycle parking for all users and employee lockers and shower facilities; a transportation coordinator; on-site transportation information; transportation welcome packages for residents; and incentives for both employees and customers to use non-single occupancy vehicle modes.
Policy LU5.3 –Set project standards requiring designers and developers to consider and integrate sustainable practices on site, infrastructure and building design beginning early in the design process, and throughout the project's life cycle.	**Consistent.** As indicated above, the Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. All building on the Hotel Parcel would conform to the California Title 24 Building Energy Efficiency Standards (Part 6), CALGreen (Part 11), and the City's Green Building Code and Energy Code as well as the City's Water Neutrality Ordinance and Urban Runoff Mitigation Ordinance requirements. In addition, other key sustainability features would include photovoltaic panels and other renewable energy resources; LED lighting in hotel and residences; no use of cooling towers to minimize water usage; harvesting of storm-water; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet fixtures in hotel and residences; green roofs to reduce cooling load and capture storm-water runoff; 100% non-potable irrigation for landscape, secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees; low-water drought tolerant landscape plant palette, and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations. Therefore, the Project would be consistent with this policy by integrating sustainable features into the design.
Policy LU5.4 –Explore options for the flexible adaptive reuse of buildings over the life of the Plan.	**Consistent.** The Project would preserve and rehabilitate the historic Palisades Building for ongoing hotel use. The Project would result in the demolition of non-landmark buildings. However, adaptive re-use of the Ocean Building would result in the combination of the existing smaller rooms to modernize the facility and improve visitor serving uses. The re-use would result in a substantial reduction of hotel rooms with associated reductions in revenue for the City and availability of accommodations within the coastal zone. Please see Chapter 5, Alternatives, of this EIR for further discussion regarding the consideration of adaptive reuse.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Goal LU7: New development, infrastructure and land-use changes contribute to the enhancement of the social, cultural, physical and environmental quality of Downtown.	**Consistent.** The Project represents infill development within the Downtown Community Plan area. The new and enhanced uses that the Project would provide including publicly accessible open space, more publicly focused retail and restaurant uses, and residential units on the Hotel Parcel and the affordable housing units on the Second Street Parcel would contribute to and enhance the experience of visitors and residents to the Downtown area. The Project would result in the removal of the perimeter wall around the Hotel Parcel and would open up the Project Site visually and physically to the public through the provision of open space at the intersection of Wilshire Boulevard and Ocean Avenue and the provision of walkways through the Hotel Parcel thereby contributing to the enhancement of the social, physical and environmental quality of the area. The publicly accessible open space would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area where people could gather, rest, read or engage in some similar activity. The Project would also preserve and provide access to the on-site historic resources. The buildings have been designed to wrap around the Moreton Bay Fig Tree and open up the area to better protect the tree and to allow the public to enjoy the resource. In addition, the walkways through the Hotel Parcel would enhance and potentially shorten pedestrian trips. The ground floor retail at the intersection of Wilshire Boulevard and 2nd Street would create visual interest and serve to activate the street. The proposed development on the Second Street Parcel would provide affordable units, which would contribute to the diversity of residents in the Downtown area and would locate residents within a transit rich area. All of these components would contribute to the quality of the social, cultural, physical and environmental experience for visitors and residents of the Downtown.
Policy LU7.1 - Encourage developers to provide uses and facilities that benefit the business employees, residents, vitality and quality of the Downtown Plan area.	**Consistent.** The Project would provide a mix of uses, including hotel, retail, restaurants, spa, and residences that would contribute to the vitality of the Downtown and provide benefits to employees and residents within the area. The Project would enhance hotel uses through the modernization of the hotel and ancillary uses, such as the banquet and meeting facilities. The Project would activate the street frontages through the provision of ground floor commercial space and the provision of publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. In addition, the Project would open up the views to and through the Site and would create visual and walkable connections to regional destinations within the Project vicinity, including Palisades Park, the Third Street Promenade, and the Santa Monica Pier. Finally, the Project would provide additional market rate and affordable units within a transit rich area. Thus, the Project would contribute to the vitality and quality of the Downtown area.
Policy LU7.2 - Require that community benefit uses for which additional building height and density are granted are aligned with available citywide and neighborhood-level wellbeing data, are consistent with the community's priorities and exceed those that are normally required through the base standards of the Downtown Community Plan.	**Consistent.** As indicated above, the Project requires a Development Agreement, community benefits are therefore required pursuant to the DCP. DCP Table 2A.4 identifies community benefits that are particularly applicable to the Hotel Parcel (i.e., 1133 Ocean Avenue), which include affordable housing, publicly accessible open space, and historic preservation. The Project proposes to include these community benefits through the development of up to 48 affordable housing units on the Second Street Parcel, the provision of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, as well as the rehabilitation of the historic Palisades Building and the preservation of the Moreton Bay Fig Tree. The publicly accessible open space area would be approximately 0.32 acres and would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. This area would provide a people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. In addition, the Project would protect and improve the visual accessibility to the on-site historic resources as a result of the site planning, which opens up the Site and creates views through the Site and to the Palisades Building and the Moreton Bay Fig Tree from various vantage points. Therefore, the Project would be consistent with this policy.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Policy LU7.3 - Address the community's concern about circulation and congestion management Downtown by focusing the additional community benefits required for "Infill Opportunities" projects on improving the circulation network to enhance Downtown connectivity, through such things as the provision of new street and or pathways through the sites.	**Consistent.** The Hotel Parcel is located within an Established Large Site Overlay Zone, and thereby is required to provide community benefits. DCP Table 2A.4 identifies community benefits that are particularly applicable to the Hotel Parcel (i.e., 1133 Ocean Avenue), which include affordable housing, publicly accessible open space, and historic preservation. The Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue and would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. This area would provide a people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. In addition, the Project would contribute to the walkability of the area through the removal of the perimeter walls around the Hotel Parcel and the creation of pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. Thus, the Project would provide new pathways through the Site, consistent with the policy.
Policy LU7.4 - When sites identified as key opportunities for achieving a well-distributed public space network are developed, prioritize the provision of public space that functions like a public park or plaza, and seek a sustainable funding source for their ongoing maintenance and operations.	**Consistent.** The Hotel Parcel is identified as a key site in the Downtown area and is designated as such with the ESL Overlay. As indicated previously, the Project would provide significant publicly accessible open space, with the creation of the Public Garden Terraces, which would be approximately 0.32 acre of publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. The space, which would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue, would function as a public park. In addition, the Project would include the Miramar Gardens, which would be approximately 0.76 acres in size, adjacent to the Public Garden Terraces. This area would be open to the public when not in use for Hotel functions. The property owner would be responsible for the ongoing maintenance and operation of the public space, which would be specified in the Development Agreement.
Policy LU7.5 - Encourage the restoration, rehabilitation and adaptive reuse of historic resources, both designated and those identified on the Historic Resource Inventory, to ensure that the physical fabric of Downtown integrates and respects our historic assets as it continues to evolve.	**Consistent.** As indicated previously, there are two on-site historic resources and City-designated landmarks, the Palisades Building and the Moreton Bay Fig Tree. The Project would retain and protect these historic resources. The Project would preserve and rehabilitate the historic Palisades Building for ongoing hotel use. Rehabilitation of the building would include seismic retrofitting, provision of handicap accessibility, upgrading of fire-life safety features, and upgrading of mechanical, electrical and plumbing equipment. All work would be performed in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties in order to maintain the historical integrity of the building. The new Ocean and California Buildings and landscape gardens would form a series of elevated terraces to create a partial ellipse around the Moreton Bay Fig Tree as the heart of the plan. The Miramar Gardens would be located immediately west of the Moreton Bay Fig Tree and the Public Garden Terraces would be located along Ocean Avenue near the southern/Wilshire Boulevard property line. The area under the Moreton Bay Fig Tree would include a deck at the same elevation as the Miramar Gardens that would allow for the public enjoyment of the tree while protecting the roots per the direction of the Tree Protection Plan. The Project would protect and improve the visual accessibility to the on-site historic resources as a result of the site planning, which opens up the Hotel Parcel and creates views through the site and to the Palisades Building and the Moreton Bay Fig Tree from various vantage points. Therefore, the Project would be consistent with the policy as it would integrate and respect the historic resources on the Project Site.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Goal CCP1: Downtown evolves as a diverse and complete neighborhood, with housing opportunities available to households of all sizes and income levels. Policy CCP1.1 - Accommodate a significant portion of Santa Monica's share of regional housing growth as defined by Regional Housing Needs Assessments (RHNA) within the Downtown Community Plan area, as compared with other appropriate areas in the City. Policy CCP1.2 – Encourage projects to provide a variety of housing types and sizes to serve individuals, families, seniors and persons living with disabilities. Policy CCP1.4 – Encourage development of housing ownership opportunities to complement the rental housing stock in order to develop a strong residential community with longer tenure.	**Consistent.** Santa Monica's allocation in the 2014-2021 cycle of the RHNA is for the provision of 1,674 units of which 42 percent would be above moderate rate units, and 58 percent would be affordable/moderate rate units. The Project would result in the development of 60 market-rate units on the Hotel Parcel and up to 48 affordable units on the Second Street Parcel, for a total of 108 new units in the Downtown. The market rate units on the Hotel Parcel would be located on the upper floors of the Ocean Building and would consist of condominium units with a mix of two, three and four bedrooms and up to two five+ bedroom units. Although the total number of affordable units and bedroom mix are still under consideration for the Second Street Parcel, for purposes of this EIR, a unit mix of 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units is assumed. Thus, the Project would provide up to 108 residential units in the Downtown, with a mix of size and type of units. Therefore, the Project would provide housing for individuals, families, seniors, and persons living with disabilities. In addition, the Project would contribute to the mix of ownership and rental housing that is available in the Downtown and would contribute to the residential community in the area.
Goal CCP2: Downtown continues to be a thriving and diverse economic force that supports that city's vitality, fiscal stability and high levels of community services.	**Consistent.** The Project would contribute to the Downtown being the economic center for the City through the redevelopment of the hotel as well as the provision of retail uses on the Hotel Parcel. The Project would enhance hotel uses through the modernization of the hotel and ancillary uses, such as the banquet and meeting facilities. In addition, the commercial space would provide a mix of uses, such as retail and restaurant/café floor area as well as the spa. The Project would increase the City's tax revenues generated by the Miramar Hotel and visitor operations and would enhance property taxes from new market rate housing units on the Hotel Parcel. In addition, the Project would generate new visitor and resident spending at local businesses including dining, shopping and entertainment venues.
Policy CCP2.1 - Strengthen the retail experience by supporting cultural and art uses, connections to the Expo Light Rail, and attractive streets and public spaces.	**Consistent.** The Project would result in the removal of the perimeter wall around the Hotel Parcel and would open up the site visually and physically to the public through the provision of open space at the intersection of Wilshire Boulevard and Ocean Avenue and the provision of walkways through the Hotel Parcel. In addition, the provision of commercial space in the ground floor of the Ocean Building would serve to activate the street frontage along Wilshire Boulevard and Ocean Avenue. The creation of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, which would include prominent public art, would contribute to the aesthetics of the street experience and would invite members of the public to enjoy the use of the Hotel Parcel. The Project would create visual interest through the removal of the perimeter wall and the provision of open space and ground floor commercial uses as well as providing views through the Site as well as views of the on-site historic resources from various vantage points. In addition, the Project would provide up to 108 new residential units, which would bring new residents into the Downtown. Therefore, the Project would strengthen the retail experience in the area.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Policy CCP2.3 - Support Downtown's role as a visitor destination by encouraging uses that appeal to both locals and tourists, including food, retail, entertainment and overnight accommodations.	**Consistent.** The Project would support Downtown's role as a visitor destination through the expansion of visitor services on the Hotel Parcel. The Project would result in the preservation and enhancement of hotel uses as well as an expansion of restaurant and retail uses to serve more visitors. The Project would retain The Bungalow, which is a regional draw. The Project would also modernize banquet and meeting facilities for hotel guests and community organizations. In addition, the Project would result in the removal of the perimeter wall that prevents the public from enjoying the Hotel Parcel. The pedestrian experience in the area would be improved through the provision of views to and through the Site as well as the creation of walkways through the Site. The Project would activate the street frontages through the provision of ground floor commercial space and publicly accessible open space. The Project would expand public and guest open space areas on the ground level and in building terraces and rooftops. In particular, the Project would result in the creation of the Public Garden Terraces, which would be approximately 0.32 acre of publicly accessible open space, at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. The proposed publicly accessible open space would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. The Project would also result in a redesign of vehicular access by closing vehicular access from Wilshire Boulevard and locating vehicular parking in a subterranean garage. The proposed revisions to vehicular access would reduce congestion at key intersections, improve circulation, and reduce vehicle miles travelled on adjacent roads. The provision of parking in a subterranean parking would serve to address current parking deficiencies and remove the existing surface parking lot. In addition, the Project would preserve and open up views to the two on-site historic resources, the Palisades Building and the Moreton Bay Fig Tree. The Project would therefore, support the Downtown's role as a visitor destination through the modernization of overnight accommodations and the inclusion of various retail and food serving establishments, including The Bungalow.
Policy CCP3.1 – Seek to maintain and increase locally-based, independent small retailers that allow residents and employees to meet their daily needs on foot.	**Consistent.** The Project would provide retail floor area, the continuation of the spa, and food serving uses within the Downtown area. The Project would contribute to the pedestrian-friendly environment through the removal of the perimeter wall, the provision of publicly accessible open space, and the creation of walkways through the Site. All of these components would serve to encourage alternate modes of transportation to meet people's daily needs.
Goal CCP4: Downtown has a diversity of uses and attractions that reinforce its role as the city's shared "living room". Policy CCP4.2 – Develop the public realm along Wilshire Boulevard near the Third Street Promenade with pedestrian-oriented, locally focused improvements to enliven the northern end of the Promenade and support local-serving businesses.	**Consistent.** The Project would contribute to the diversity of uses through the provision of modernized overnight accommodations and the provision of retail and food serving uses on the Hotel Parcel. The Project would activate the street frontages through the provision of ground floor commercial space in the Ocean Avenue Building, primarily at the intersection of Wilshire Boulevard and 2nd Street, and along Ocean Avenue. In addition, the Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, which would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. This area would provide a people-gathering space at the northern end of the Downtown. With the removal of the perimeter wall the Project would open up the views to and through the Project Site and would enable the public to access the two on-site historic resources. The Project would also create pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. The Project would improve the pedestrian environment through the provision of ground floor commercial space, the creation of walkways through the Project Site, the provision of publicly accessible open space, and the connections with the on-site historic resources and nearby regional destinations, including Palisades Park, the Third Street Promenade, and the Santa Monica Pier. Therefore, the Project would be consistent with this goal and policy.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Policy CCP5.1 - New public art should be encouraged and located to enhance the pedestrian experience and create an immersive arts experience. Policy CCP5.2 - Consider opportunity for negotiated development agreement art contributions to be aggregated in order to facilitate the acquisition of significant public art pieces.	**Consistent.** The Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, which would include a prominent piece of public art that would be located within the area. The public art would enhance the pedestrian experience as it would likely be visible from Wilshire Boulevard and Ocean Avenue. The provision of public art would be a component of the Development Agreement that is required for the Project. Therefore, the Project would be consistent with these policies.
Policy CCP7.4 – Encourage small and medium-sized gathering spaces in new developments to be utilized for a range of art activities, including both visual and performance art.	**Consistent.** As indicated above, the Project would provide two publicly accessible open space areas. The Public Garden Terraces, which would be approximately 0.32 acre of publicly accessible open space, would be located at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. In addition, the Project would include the Miramar Gardens, which would be approximately 0.76 acres in size, would be located adjacent to the Public Garden Terraces. While used for hotel events, the Miramar Gardens would also be open to the public when not in use by the hotel. The Project would continue conducting outdoor special events that are held under the Moreton Bay Fig Tree. Therefore, the Project would create gathering spaces that include art.
Goal HP1: Downtown's historic resources are protected and maintained and development and alterations on properties with potential historic resources meet the Secretary of Interior's Standards for the Treatment of Historic Properties.	**Consistent.** As indicated previously, there are two on-site historic resources and City-designated landmarks, the Palisades Building and the Moreton Bay Fig Tree, that would be retained and protected both during construction and operation. The Project would preserve and rehabilitate the historic Palisades Building for ongoing hotel use. Rehabilitation of the building would include seismic retrofitting, provision of handicap accessibility, upgrading of fire-life safety features, and upgrading of mechanical, electrical and plumbing equipment. All work would be performed in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties in order to maintain the historical integrity of the building. Please see Section 4.5, Historical Resources, for a detailed analysis regarding the Palisades Building.
Policy HP 1.5 – Historic properties should be encouraged to maintain and upgrade their energy efficiency to ensure long-term usefulness and value.	**Consistent.** The Project would include the rehabilitation of the Palisades Building, which would include seismic retrofitting, provision of handicap accessibility, upgrading of fire-life safety features, and upgrading of mechanical, electrical and plumbing equipment. All work would be performed in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties in order to maintain the historical integrity of the building. Therefore, the Project would be consistent with this policy.
Goal HP2: "The character of Downtown is enhanced by visual elements that convey and celebrate its history." Policy HP2.2 – City-designated historic resources should be identified with signage (such as a plaque) that provides information about the resource and highlighted in marketing efforts related to the attractions of Downtown.	**Consistent.** The Project would include the rehabilitation and ongoing hotel use of the historic Palisades Building (a City-designated landmark) and the preservation and protection of the Moreton Bay Fig Tree (a City-designated landmark) as a focal point of the Project Site. The removal of the perimeter wall and the site planning would serve to open up views into and through the Hotel Parcel, thereby re-establishing views of the resources. In addition, publicly accessible open space and walkways through the Hotel Parcel would provide more physical access to the resources. Therefore, the Project would enhance the character of the Downtown through the preservation and protection of historic resources.
Policy HP2.4 – Adaptive reuse of older buildings should be considered for new construction and rehabilitation projects, when the scale, materials or method of construction evokes Downtown's history, and where the building contributes to a continuous streetscape.	**Consistent.** As indicated above, the Project would include the rehabilitation and ongoing hotel use of the historic Palisades Building (a City-designated landmark). Although the Project would not reuse other buildings on the Hotel Parcel, as discussed in LU5.4, adaptive re-use would result in a substantial reduction of hotel rooms with associated reductions in revenue for the City and availability of accommodations within the coastal zone. Please see Chapter 5, Alternatives, of this EIR for further discussion regarding the consideration of adaptive reuse.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Goal PPS1: Downtown's public space network is composed of a variety of public open spaces linked through comfortable and inviting pedestrian-friendly sidewalks, pathways and passages.	**Consistent.** The Project would contribute to the Downtown's public space inventory with the provision of the publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. The open space area would be accessible directly from the adjacent public sidewalks. In addition, the Project would contribute to the walkability of the area through the removal of the perimeter walls around the Hotel Parcel and the creation of pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. In addition, the Project would include ground floor commercial space, which would activate the street frontages and provide visual interest, thereby contributing positively to the pedestrian experience. The removal of the perimeter wall and the site planning would serve to open up views into and through the Site. The open spaces on and walkways through the Site are designed to re-establish views of and access to the Moreton Bay Fig Tree from Ocean Avenue, Wilshire Boulevard and Second Street, which will contribute to the pedestrian network through which people move to various places. With the mix of uses, the creation of publicly accessible open space, the provision of ground-level retail space at the intersection of Wilshire Boulevard and 2nd Street, and the provision of pedestrian access through the block, the Project would create active spaces and provide convenient and direct pedestrian and bicycle connections to various destinations in the area. Therefore, the Project would contribute to this City goal.
Policy PPS1.3 –Encourage paseos and passageways where better mid-block connections are required to improve the public space network and access to key public gathering places.	**Consistent.** The Project would result in the removal of the perimeter wall that encloses the Hotel Parcel and would provide publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. The Project would also create pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. The provisions of mid-block connections through the Hotel Parcel would serve to improve access to the on-site public gathering places, to proposed commercial uses, as well as to nearby regional destinations, including Palisades Park, the Third Street Promenade, and the Santa Monica Pier.
Goal PPS2: Downtown Santa Monica has a diverse and balanced system of high-quality, inclusive public open spaces that are well-utilized and enjoyed by a diverse constituency of residents and visitors. Policy PPS2.1 - Expand the inventory of publicly accessible community gathering spaces so that all residents are within a short walking distance of a park or recreational area.	**Consistent.** The Project would expand the City's inventory of publicly accessible open space through the creation of approximately 1.08 acres. The Public Garden Terraces, which would be approximately 0.32 acre located at the intersection of Wilshire Boulevard and Ocean Avenue, would include bench seating, a prominent piece of public art, and a linear garden ~~lawn~~ area. The proposed publicly accessible open space would provide for people-gathering space at the northern end of the Downtown and would connect the Project Site with the Palisades Park located across Ocean Avenue. In addition, the Project would include the Miramar Gardens, which would be approximately 0.76 acres in size, adjacent to the Public Garden Terraces. This area would be open to the public when not in use for Hotel functions. These open spaces and walkways through the Site are designed to re-establish views of and access to the Moreton Bay Fig Tree from Ocean Avenue, Wilshire Boulevard and Second Street.
Policy PPS2.2 - Ensure that new public spaces add to the variety of public space types and are appropriate to location, use, and size, including hardscape plazas, active parks, passive space, play lots and dog parks.	**Consistent.** As indicated above, the Project would provide publicly accessible open space. The type of open space would add to and complement the variety of open space in the area. The proposed open space is appropriate in location and it would serve to open up views into and through the Site, provide views of the on-site historic resources, and serve to activate the street frontages.

Downtown Community Plan Requirements and Policies	Consistency Analysis
Goal SI1: Water use in Downtown Santa Monica is reduced through water efficiency and conservation programs and standards consistent with the City's goal of achieving water self-sufficiency by 2020. Policy SI1.1 - Require new development to meet or exceed the City's water conservation and water neutrality requirements of the water self-sufficiency programs.	**Consistent.** As discussed in Section 4.20, Water Supply, of this EIR, as a result of efforts to reduce water demand, such as the installation of water efficient fixture and drought tolerant landscaping, the Project would reduce the water demand compared to existing conditions. The existing water demand for the Project Site is 28,742,349 gallons per year. The Project (Hotel and Second Street Parcels) would have an estimated water demand of 19,134,042.5 gallons per year for a reduction of 9,608,306.5 gallons per year, which represents a 33.4% reduction in water use compared to existing conditions. The Project would therefore comply with the City's Water Neutrality Ordinance.
Policy SI1.2 - Where purple pipe is accessible to new development, require the use of recycled water for irrigation.	**Consistent.** As indicated in Section 4.20, Water Supply, of this EIR the Project would result in an approximately 33% reduction in water use compared to existing conditions. The Project would provide a connection to the 4-inch diameter distribution line for recycled water located in Ocean Avenue in the event recycled water is needed to supplement reuse of on-site water collected from stormwater runoff for irrigation.
Goal SI3: Consistent with the City's Watershed Management Plan and the Santa Monica Bay Jurisdictional Groups 2 and 3 Enhanced Watershed Management Program, Downtown Santa Monica's dry weather and first flush wet weather runoff is harvested wherever possible to reduce runoff pollution in the Santa Monica Bay. Policy SI3.2 –Require that new development meet or exceed the City's Green Building standards for stormwater retention/infiltration and encourage consideration of new technologies and superior practices in Tier 2 and 3 projects and on large sites with potential to incorporate such facilities. Policy SI3.3 - Ensure that all development complies with the requirements of the City's Urban Runoff Pollution Ordinance. Policy SI3.4 – Collaborate with Developers to implement the requirements of the Santa Monica Bay Jurisdictional Groups 2 and 3 Enhance Watershed Management Program.	**Consistent.** As indicated in Section 4.11, Hydrology/Water Quality, of this EIR, the Project would include the installation of a system to harvest and re-use (for non-potable purposes), Project generated runoff since infiltration was rejected due to the Project Site's location within the City's slope instability zone. Although the new pervious surface area would be underlain by subterranean parking structures, the landscaping would be effective in limiting stormwater runoff from discharging off the Project Site. The Project would comply with applicable requirements, including the City's Urban Runoff Pollution Ordinance.
Policy SI5.3 – Encourage private property owners to partner with the City to reduce carbon and energy consumption.	**Consistent.** As indicated above, the Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. All building on the Hotel Parcel would conform to the California Title 24 Building Energy Efficiency Standards (Part 6), CALGreen (Part 11), and the City's Green Building Code and Energy Code as well as the City's Water Neutrality Ordinance and Urban Runoff Mitigation Ordinance requirements. Some key sustainability features that would be incorporated into the Project include photovoltaic panels and other renewable energy resources; LED lighting in hotel and residences; no use of cooling towers to minimize water usage; harvesting of storm-water; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet fixtures in hotel and residences; green roofs to reduce cooling load and capture storm-water runoff ; 100% non-potable irrigation for landscape; secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees; low-water drought tolerant landscape plant palette; and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations. Therefore, the Project would be consistent with this policy by integrating sustainable features into the design, thereby reducing carbon and energy consumption.
Policy SI6.6 – Require all new development to construct fiber infrastructure including vaults, primary and redundant conduit systems internal and extending to the City's outside plant fiber network infrastructure in the public right-of-way.	**Consistent.** The Project would include a fiber conduit system that connects to the City's network in compliance with City requirements.

SOURCE: ESA, 2019

TABLE 4.12-6
PROJECT NET INCREMENT OF DCP

Increase in Land Use Evaluated in DCP EIR	Project Net Increase and Percent of Increase Evaluated in DCP EIR
974 hotel rooms	11 net new hotel rooms - 1.1%
2,326 multifamily units	108 net new residential units – 4.6%

Consistency with the Land Use Designations and Standards

The development standards prescribed in Chapter 4 of the DCP are incorporated by reference into Section 9.10.001, et.seq. of the City's Zoning Ordinance. Accordingly, the discussion of consistency between the Project's characteristics and the development standards included within the DCP is applicable to the standards within the Zoning Ordinance as well.[13]

Hotel Parcel

As discussed above, the Hotel Parcel is located within the OT District and within an ELS Overlay Zone area due to its unique potential for enhancement of the Downtown District and its potential for providing significant community benefits that would otherwise not be anticipated from smaller projects. The OT District extends from California Avenue along the Ocean Avenue frontage, across from Palisades Park, to Colorado Avenue. The district is characterized as having an eclectic mix of dense housing developments, hotels, restaurants and small retail uses including a number of buildings that have been designated as City Landmarks or identified as potentially eligible. The purpose of the OT zone is to "…promote public and private enhancements to make Ocean Avenue a more consistently enjoyable walking experience and more integrated into the larger Downtown multi-modal circulation network. Standards for the District support the overall improvement of the pedestrian experience, restaurants with outdoor dining, small-scale retail and services, and housing and office uses on upper floors." (DCP Section 4, Standards and Regulations, page 175.)

The ELS Overlay designation allows any project on the Hotel Parcel to request up to 130 feet in height and a 3.0 FAR subject to the project entitlement approval being processed through a development agreement. It also specifies the following on-site community benefits for the Hotel Parcel: affordable housing, public open space, and historic preservation. (DCP 2017, Table 2A.4, page 30). The Project would have a 2.6 FAR, which would be less than the allowed maximum of 3.0. The development would also be within the maximum height of 130 feet with stepbacks and setbacks reducing the massing of development along the Project edges.

[13] This discussion regarding Project consistency with the DCP focuses on the key land use relationships that are addressed in the DCP policies and design standards. Certain provisions of the Zoning Ordinance that are not tied to the land use discussion directly are addressed in other sections of the EIR as applicable. These include, most notably the following Zoning Ordinance topics: bicycle parking standards (Section 9.28.140 of the Zoning Ordinance); vehicle parking and loading (Chapter 9.28); lighting (Section 9.21.080); and green building standards (Chapter 8.106).

The Hotel Parcel currently includes uses that are consistent with and contribute to the eclectic mix of development within the OT District, inclusive of hotels and restaurants as well City Landmark features including the Palisades Building and the Moreton Bay Fig Tree. The Project would retain the existing mix of uses and would add hotel ground-floor visitor serving uses, retail uses and residential development on the Hotel Parcel, in further support of the development anticipated in the DCP. Consistent with the purpose of the OT zone, the Project would provide enhancements to make Ocean Avenue a more consistently enjoyable walking experience and more integrated into the larger Downtown multi-modal circulation network. Towards this end the Project would enhance the quality of open space on the Hotel Parcel, notably enhancing the pedestrian character along Ocean Avenue, would enhance the pedestrian experience along Wilshire Boulevard with new retail uses and would provide new pedestrian and visual accessibility within and through the Project Site. The Project would also provide new onsite parking to avoid and minimize neighborhood parking impacts as well as reduce vehicular associated with localized hotel valet parking circulation.

Second Street Parcel

As discussed above, the Second Street Parcel is located within the WT District. This district provides a transition area that functions both as a local neighborhood area for convenience goods and dining and as a critical northern anchor for the Downtown business and commercial center. It is characterized as hosting a multitude of building types and heights inclusive of residential development that provides local support for, and resident accessibility to the business and commercial uses. The proposed scale for the District is complementary to its Downtown and that are consistent with the scale of nearby residential. Development standards for 100% Affordable Housing Projects are 2.75 FAR and 60 feet in height. Affordable housing is an encouraged use and the Project would provide up to 48 affordable units. The Project would provide up to 48 affordable housing units and the building would comply with the maximum allowed development standards.

Housing Element (2013-2021)

As described above, the RHNA has allocated 1,674 new residential units, 86 percent of the units in the Westside Cities needs assessment of 1,939 units for the four Westside Cities, to the City of Santa Monica. The 2013 – 2021 Housing Element demonstrates that the City is consistent with this allocation by having sufficient sites available and supportive policies for this level of residential development to occur. Further, the Housing Element establishes the following quantified objectives to meet the City's housing needs: 1,371 total units of which 51 percent would be above moderate rate units, and 49 percent would be affordable/moderate rate units; and of the later, 111 units would be for moderate income households, 263 would be for low income households and 297 would be for very/extremely low income households.

This quantified objective is based on an evaluation of available resources with consideration to the City's strong General Plan policies that encourage and promote affordable housing, as well as zoning incentives and requirements (e.g., the Affordable Housing Production Program) and the use of development agreements. The City's DCP has accounted for needed housing, including, among other provisions, the establishment of the Hotel Parcel as an Established Large Site

Overlay Zone to be developed pursuant to a development agreement that promotes affordable housing as a community benefit.

Table 4.12-7, *Consistency with Applicable 2013 – 2021 Housing Element Objectives and Policies*, provides an analysis of Project consistency with the applicable objectives and policies of the Housing Element. The Project would support the City's efforts to meet its quantifiable housing objectives and would be supportive of the objectives and policies. The Project would provide 60 market rate condominium units on the Hotel Parcel and a minimum of 30 and a maximum of 48 deed-restricted affordable apartments on the Second Street Parcel. As such, the Project would support the City in meeting its quantified housing objectives, consistent with the provisions of the DCP. The increase in housing within the Downtown area would place residents within a mixed use area that has services, retail, entertainment and employment opportunities within easy access using alternative modes of transportation. In addition, the housing would be located in a transit-rich area. Therefore, the Project would result in less than significant impacts with regard to this threshold.

TABLE 4.12-7
CONSISTENCY WITH APPLICABLE 2013 – 2021 HOUSING ELEMENT OBJECTIVES AND POLICIES

Objective/Policy	Analysis of Project Consistency
Objective 1.f: Facilitate the Development of Housing within Targeted Locations in Mixed-Use, Transit-Oriented Complete Neighborhoods. **Policy 1.1:** Provide adequate sites for all types of housing, particularly multi- family housing in locations near transit and services that promote walkability. **Policy 1.2:** Encourage and provide incentives for the development of housing in mixed-use zoning districts near transit opportunities. **Policy 1.9:** Focus housing development in the city's major activity centers near transit stations, in particular Downtown, the Bergamot Plan area and the Memorial Park Plan area, and along corridors, consistent with the goals of the 2010 Land Use and Circulation Element.	**Consistent:** The Project would provide 60 market rate condominium units on the Hotel Parcel and up to 48 rental affordable units on the Second Street Parcel. The residential units would be provided as infill within the Downtown area. The residential units would be located within close proximity to numerous public transit lines, and in walking distance to retail, service, and entertainment uses. As such, the Project would contribute to the City's housing stock, locate housing in the City's major activity center within close proximity to transit, and would support attainment of the City's sustainability goals.
Objective 2.e: Foster Housing Development and Compatible Amenities as Community Benefits through Development Agreements. **Policy 2.1**: Encourage innovative private sector and governmental programs to promote the financing and development of housing for extremely low-, very low–, and low-income persons and for moderate income families **Policy 2.4:** Encourage the distribution throughout the City of housing for extremely low–, very low-, low-, and moderate-income families and for the City's workforce that earn just above-moderate income.	**Consistent:** The Project would provide 60 residential condominium units with a mix of size on the Hotel Parcel and up to 48 affordable housing units on the Second Street Parcel. The Project would be implemented through a Development Agreement and/or Development Agreement with a separate Administrative Approval for the Second Street Parcel.

SOURCE: ESA, 2019.

Land Use Plan of the Local Coastal Program

***Impact Statement* LU-2b:** *The Project would be consistent with the goals and policies of the California Coastal Act and the Local Coastal Program LUP.*

The Final Draft 2018 LUP has not been certified by the Coastal Commission at the time of this writing. As such, the Project has filed an application for an amendment to the City's 1992 Partially-Certified Land Use Plan to ensure consistency between the Project and the 1992 Partially-Certified LUP. Such application would be withdrawn if deemed unnecessary.

Table 4.12.8, *Consistency with Applicable Policies of the Land Use Plan of the Local Coastal Program*, provides an analysis of the Project relative to the applicable policies contained in the Final Draft 2018 LUP. As shown in Table 4.12-8, the Project would not conflict with the policies of the Final Draft 2018 LUP.

TABLE 4.12-8
CONSISTENCY WITH APPLICABLE POLICIES OF THE LAND USE PLAN OF THE LOCAL COASTAL PROGRAM

Land Use Plan of the Local Coastal Plan	
Coastal Program Policy	**Consistency Analysis**
Sea Level Rise and Coastal Hazards	
Coastal Act Section 30253 New development shall do all of the following: a. Minimize risks to life and property in areas of high geologic, flood, and fire hazard. b. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. c. Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. d. Minimize energy consumption and vehicle miles traveled. e. Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.	**Consistent.** The Project Site is not located in a flood or fire hazard zone. As indicated in Section 4.8, Geology and Soils, Project construction and operation would not result in groundborne vibration or excessive soil saturation at the coastal bluff such that landslides would occur. As indicated in Section 4.11, Hydrology/Water Quality, the Project would be implemented in accordance with applicable stormwater management requirements regarding runoff. The Project would not contribute to erosion, geologic instability in a way that would require protective devices. As indicated in Section 4.2, Air Quality, the Project would comply with applicable SCAQMD requirements. As indicated in Section 4.7, Energy, the Project would not result in the wasteful consumption of energy. Rather the Project would incorporate sustainability features, including photovoltaic panels and other renewable energy resources. With regard to special neighborhoods, the Project Site is located within the Downtown, which is a unique area within the City and has a number of regional destinations, including Palisades Park, the Third Street Promenade, the Santa Monica Pier, and the State Beach. The Project would redevelop and modernize an existing hotel and would add commercial floor area in the Downtown. In addition, the Project would add residential units on the Hotel Parcel and would provide affordable housing units on the Second Street Parcel. The Project Site is located within walking distance to a variety of uses, including regional destinations, and within close proximity to transit. The Project would contribute to the visitor experience through the provisions of open space and the preservation of the historic resources on the Hotel Parcel. The Project would remove the perimeter walls and provide pedestrian access through the Hotel Parcel. Therefore, the Project would contribute to the Downtown and visitor experiences in the area.

Land Use Plan of the Local Coastal Plan	
Coastal Program Policy	**Consistency Analysis**
Section 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	**Consistent**. The Project is not removing lower cost visitor accommodations, and the Project ~~Applicant~~ will be ~~required to assess the feasibility of providing lower cost visitor accommodations as part of the Project~~ subject to review by the Coastal Commission to ensure consistency with the Coastal Act.
Subarea 5: Downtown	
Policy 201. Along the east side of Ocean Avenue, between Colorado Avenue and California Avenue, overnight visitor accommodations and related support facilities such as shops, restaurants, and cultural uses that serve visitors and the local community alike shall be priority uses. Office and residential uses shall also be permitted above the ground floor or if located on the ground floor, shall not be allowed along the Ocean Avenue frontage, except for residential lobbies, which shall be allowed on the ground floor within the minimum space necessary to serve the building's residential use. development may be permitted except at the ground floor street frontage.	**Consistent.** The Project would renovate the existing hotel to provide more modern rooms and facilities. The Project would increase the retail and food service floor area on the Hotel Parcel. In addition, ground floor retail uses would be provided at the intersection of Wilshire Boulevard and 2nd Street. The Project would also provide 60 residential units on the upper floors of the Ocean Building on the Hotel Parcel. Consistent with the policy, residential uses would not be located along Ocean Avenue. Rather, the Project would provide the Public Garden Terraces, approximately 0.32 acre of publicly accessible open space, at the intersection of Wilshire Boulevard and Ocean Avenue. This area would include bench seating and a prominent piece of public art, and a linear garden ~~lawn~~ area. The Project would also include the Miramar Gardens, approximately 0.76 acres in size, adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. A mid-block pedestrian linkage through the Hotel Parcel would be created by the removal of the existing exterior walls and the provision of pedestrian walkways between Ocean Avenue and 2nd Street, thus breaking up the super-block that currently exists.
Policy 202. Existing parks and open spaces in Downtown shall be maintained and new park and open spaces provided in the form of parks, paseos, plazas, parklets, play lots and dog lots.	**Consistent.** As indicated above, the Project would provide an approximately 0.32 acre publicly accessible open space area at the intersection of Wilshire Boulevard and Ocean Avenue. The area would include bench seating and a prominent piece of public art, and a linear garden ~~lawn~~ area. The Project would also include the Miramar Gardens, approximately 0.76 acres in size, adjacent to the Public Garden Terraces, which would be open to the public when not in use for Hotel functions. The Miramar Gardens would feature the historic Moreton Bay Fig Tree as a centerpiece with the Ocean Building organized in a partial ellipse design around the open space. In addition, the Project would physically and visually open up the Project Site by the removal of the existing perimeter wall and provision of the 2nd Street Entry Court and pedestrian walkways through the Project Site.

SOURCE: ESA, 2019.

4.12.4.5 Cumulative Impacts

Development of other cumulative projects within the City as listed in Table 3-1of this EIR) would in combination with the Project contribute to development throughout the City adding to the City's mix of residential, commercial, office and hotel uses. The City is substantially built out and most development is of an infill nature and would be developed within the City's existing street grid. The Project would not change the overall pattern of development in the surrounding

area and would not physically divide an established community since the Project involves redevelopment of a hotel property with similar uses and the addition of residential uses. Rather, the Project would improve pedestrian corridors across the Hotel Parcel thus linking adjacent, surrounding neighborhoods that are currently isolated from one another. The Project in conjunction with cumulative projects would not divide the existing Downtown neighborhood as the cumulative project would be compatible with the uses in the Downtown. Therefore, the Project would not contribute to a cumulatively significant impact regarding the division of an established community.

Land use changes are subject to the policies and regulations of the City's LUCE, DCP, LUP and Zoning Ordinance that guide development in the City. The City is encouraging development in limited areas of the City near transit and along transportation corridors, thus protecting lower density, residential neighborhoods; and providing uses near the Expo LRT that connects the City of Santa Monica with the greater Los Angeles region. This integrated land use-transportation approach, consistent with SCAG policies, is maximizing opportunities for the use of public transit and decreasing the distance between new housing, jobs, and transportation services, thereby minimizing increases in City traffic, overall vehicle miles traveled, peak-hour congestion, and the generation of greenhouse gas emissions. City review of cumulative projects, as with the Project, would ensure consistency with the LUCE and other applicable plans as well as zoning requirements. In addition, the City actively monitors growth and evaluates development for consistency with its regulations and the potential for physical environmental impacts in accordance with CEQA. Preparation of the DCP took into account planned development in the Downtown through 2030, which was evaluated in the DCP EIR. The Project's growth allocation is fully anticipated and accounted for in the DCP EIR.

The Project would be consistent with applicable land use plans, policies, and regulations for the Project Site, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the LUCE, the Housing Element, the DCP, and the Zoning Ordinance. The Project would be consistent with and supportive of applicable goals through the modernization of the hotel site, the addition of retail and service square footage as well as residential units in the Downtown area, and the provision of publicly accessible open space. In addition, the Project would locate people, both visitors, and residents, within walking distance to a variety of uses as well as regional destination points as well as within close proximity to public transit. The Project would create pedestrian and visual connections through the removal of the existing perimeter walls around the Hotel Parcel and the provision of walkways through the Hotel Parcel.

Furthermore, the DCP EIR evaluates the impacts of increased housing, population and employment within the Downtown area (up to net new 3,024 units and 1.71 million sf of commercial under Scenario A and up to net new 2,326 units and 895,000 sf under Scenario B), and concludes that anticipated development would not result in significant impacts due to cumulative growth. Cumulative growth in the City is expected to occur consistent with projected and planned growth levels, and the Project in conjunction with other Downtown projects would not cause growth that is not otherwise projected. Furthermore, the cumulative development is occurring in a manner that is consistent with SCAG policies and City policies and regulations

regarding growth and growth related impacts on the physical environment. As such, the Project would not contribute to adverse cumulative land use and planning effects. Therefore, cumulative impacts regarding land use and consistency with applicable plans would be less than significant.

4.12.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding land use and planning from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.12.6 Level of Significance After Mitigation

Impacts would be less than significant and no mitigation measures are required.

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4.13 Neighborhood Effects

4.13.1 Introduction

The purpose of this section is to identify and evaluate potential neighborhood impacts associated with the Project. The environmental topics analyzed in this EIR that have the potential to affect nearby neighborhoods include aesthetics, air quality, land use, noise, and transportation. While each neighborhood in the City of Santa Monica (City) varies in character, each possesses characteristics that are specific to the type of land uses it contains, its location, and its history. This variation in the characteristics of each neighborhood contributes to the overall character of the City.

Neighborhood effects refer to the impacts of a project, or processes related to its implementation, which might degrade the overall quality of life for residents within adjacent or proximate residential neighborhoods. Quality of life represents a composite impression, potentially influenced by a variety of environmental factors such as the aesthetic character of a given area, land use, air quality, noise, and traffic congestion. While neighborhood effects associated with these issues are analyzed fully in the individual sections of this EIR, the conclusions of those analyses are summarized here for ease of understanding the full range of the Project's operation-related impacts on sensitive uses. Although neighborhood effects is not an environmental issue category identified in the California Environmental Quality Act (CEQA), the City of Santa Monica requires analysis of neighborhood effects as part of CEQA review for development projects.

This section focuses on the potential impacts of the Project on residences within the Downtown neighborhood and the adjacent Wilshire-Montana neighborhood to the north of the Project Site. While the Mid City neighborhood is located immediately to the east and the Pico neighborhood is located to the southeast of the Downton neighborhood, these are considerably distant from the Project Site. Impacts associated with neighborhood effects are summarized in this section and are more fully analyzed in Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.12, *Land Use and Planning*, 4.14, *Noise and Vibration*, and 4.17, *Transportation*, of this EIR. Also see Section 4.4, Construction Effects, for a discussion regarding impacts during Project construction.

4.13.2 Environmental Setting

4.13.2.1 Neighborhoods

Downtown

The Project Site is located within the City's Downtown neighborhood (Downtown), which is generally bounded by Ocean Avenue/Palisades Park to the west, parcels along both sides of Lincoln Boulevard to the east, Interstate 10 and Civic Center District to the south, and parcels along both sides of Wilshire Boulevard to the north. The Downtown is an urban area with a broad mix of commercial (e.g., retail, office, hotel, restaurant, entertainment) and multi-family residential uses and is one of the most intensely developed areas in the City. The Downtown includes a number of high-rise buildings, including along the Ocean Avenue corridor. Nearby

regional and location destinations include Palisades Park, the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center. In addition to commercial uses, the Downtown District provides a substantial number of new housing units, most located in mixed-use buildings. Several transit routes are also located in the Project vicinity, including transit service provided by Santa Monica Big Blue and Metro. In addition, the Exposition Light Rail line (Expo LRT) and its Downtown Santa Monica Station is located at the intersection of Colorado Avenue and 4th Street, approximately 0.5 miles southeast of the Project Site. With the high number of bus routes as well as the Expo LRT Downtown Station, the Downtown is considered a Transit Priority Area pursuant to CEQA.

Wilshire-Montana

The Wilshire-Montana (Wilmont) neighborhood is located to the north of the Downtown and is the City's largest multi-family neighborhood with a range of residential types and densities. The area east of 4th court includes a mix of bungalows, duplexes, and courtyard-style as well as multi-story apartments with some single family residences. Within the residential area are various religious institutions, private schools, and child care services as well as Reed Park at the northeast corner of Downtown. The area immediately to the north and east of the Project Site is zoned Medium Density Residential. The area to the east of 4th Court is zoned Low Density Residential.

4.13.2.2 Project Site

The Project Site is located at the northwest end of the Downtown neighborhood. Figure 2-2, Aerial of the *Project Site and Surrounding Development*, of this EIR illustrates the existing on-site buildings and development in the immediate vicinity. The Hotel Parcel, which is approximately 4.4 acres in size, is located on the City block bounded by Wilshire Boulevard, Ocean Avenue, California Avenue, and 2nd Street and the Second Street Parcel, which is approximately 0.3 acres in size, is located directly across 2nd Street from the Hotel Parcel.

The Hotel Parcel is developed with 301 hotel rooms[1] and related uses within approximately 262,284 square feet of floor area. As described in detail in Chapter 2, Project Description, of this EIR, the Project would result in the redevelopment of the Hotel Parcel with 312 guestrooms and associated amenities, ground floor commercial floor area, and up to 60 residential units. The Project would rehabilitate the historic Palisades Building (a City-designated landmark) and preserve the Moreton Bay Fig Tree (a City-designated landmark) as a focal point of the Project. Two new buildings would be constructed and publicly-accessible open space would be provided at the corner of Wilshire Boulevard and Ocean Avenue. Parking would be located in a three-level subterranean parking garage.

The Second Street Parcel is currently improved with a 64-space paved surface parking lot used for hotel valet guest and employee parking. The Second Street Parcel would be redeveloped with

[1] While the existing hotel has 301 guest rooms, due to a shortage of administrative office space, four rooms have been used for administrative offices for several years, leaving 297 guest rooms currently available to guests.

a 100% affordable housing component with a minimum of 30 and a maximum of 48 deed-restricted affordable apartments.

4.13.2.3 Surrounding Land Uses

The Project Site is situated at the northern end of the Downtown neighborhood immediately adjacent to the Wilshire-Montana neighborhood to the north. The Mid City neighborhood is located immediately to the east and the Pico neighborhood is located to the southeast of the Downton neighborhood. As indicated above, the Downtown contains a diverse mix of uses including retail, restaurant, hotel, entertainment, office and residential. Immediately east of the Hotel Parcel, across 2nd Street, is the 17-story (approximately 160 foot) Huntley Hotel at 1111 2nd Street, the Second Street Parcel, a two-story (approximately 25 foot) office building at 1137 2nd Street, a three-story mixed-use retail and office building at 201 Wilshire Boulevard and further to the east is a nine-story (approximately 125 foot) office building at 233 Wilshire Boulevard. Land uses immediately south of the Hotel Parcel, across Wilshire Boulevard, include a 21-story (approximately 300 foot) office building at 100 Wilshire Boulevard and a 17-story (approximately 155 foot) residential building at 1221 Ocean Avenue. Uses to the north of the Hotel Parcel across California Avenue are located within the Wilshire-Montana neighborhood. These uses include a 14-story (approximately 150 foot) residential condominium building at 101 California Avenue and a three-story apartment building at 123 California Avenue. Multi-family residential uses are located further north and east of the Project Site. Palisades Park, which follows the top of the bluff along Ocean Avenue, is located immediately west of the Hotel Parcel across Ocean Avenue. Santa Monica Beach State Park, which includes the Marvin Braude Bike Trail, is located approximately 0.5 mile west of the Project Site, at the bottom of the bluff and across Pacific Coast Highway. Other nearby regional and location destinations include the Santa Monica Pier, the Third Street Promenade and the open-air Santa Monica Place Shopping Center.

The Second Street Parcel is located between the 17-story (approximately 160 foot) Huntley Hotel and the two-story (approximately 25 foot) office building at 1137 Second Street. Second Court is located to the east and the Hotel Parcel is located to the west of the Second Street Parcel. To the east of the Second Street Parcel across Second Court is a six-story residential condominium building at 1118 Third Street. As with the Hotel Parcel, multi-family residential uses are located further to the north and east within the Wilshire-Montana neighborhood.

4.13.3 Regulatory Framework

The following identifies applicable neighborhood effects-related plans, policies and regulations.

4.13.3.1 City of Santa Monica

Land Use and Circulation Element (LUCE)

Citywide Goals and Policies

Goal LU1: Protect, conserve and enhance the City's diverse residential neighborhoods to promote and maintain a high quality of life for all residents.

***Policy LU1.3*:** Preserve neighborhood quality of life and protect neighborhoods against potential impacts related to development, traffic, noise, air quality and commercial encroachment.

***Policy LU1.5*:** Require that infill development be compatible with the existing scale, mass and character of the residential neighborhood.

Goal LU4: Create complete neighborhoods that exemplify sustainable living practices with open spaces, green connections, diverse housing, local employment, and local-serving businesses that meet the daily needs of residents and reduce vehicle trips and GHG emissions.

***Policy LU4.3*:** Encourage mixed-use development close to transit to provide housing opportunities for the community, support local businesses, and reduce reliance on automobiles.

***Policy LU4.4*:** Engage pedestrian with ground floor uses, building design, site planning, massing and signage the promote vibrant street life and emphasize transit and bicycle access.

Goal N1: Protect, preserve and enhance the residential neighborhoods.

***Policy N1.4*:** Preserve and protect existing neighborhoods against potential impacts related to development: traffic, noise, air quality and encroachment of commercial.

Policy N1.7: Make new development projects of compatible scale and character with the existing neighborhoods, providing respectful transitions to existing homes, including ground level open spaces and upper-floor step backs.

Goal D1: Maintain Downtown's competitive advantage as a premier local and regional shopping, dining, and entertainment destination, and support its evolution in order to respond to changing market conditions.

***Policy D1.1*:** Create a diversity of retail opportunities including local- and regional serving retail and dining in the Downtown.

Policy D1.4: Encourage new or expanded hotel and other visitor-serving uses in the Downtown.

Goal D8: Ensure that new and remodeled buildings in the Downtown District contribute to the pedestrian character of Downtown and are compatible in scale with existing buildings

Downtown Community Plan

The Downtown Community Plan (DCP), which was adopted in July 2017 to implement LUCE goals and policies at the district level, guides land use changes in the Downtown through 2030 and establishes policies, standards, and guidelines necessary to protect existing neighborhoods while supporting the creation of a vibrant multi-modal mixed-use district in the Downtown. The DCP implements the core principal of the LUCE to integrate land use and transportation by creating opportunities for mixed-use residential development with incentives for housing near the Exposition Light Rail, while redirecting intensive residential pressure away from existing neighborhoods. The standards and guidelines in the DCP were developed to ensure that new buildings incorporate transparent and visually interesting active ground floors, public realm improvements and new public open space. and land use in the Downtown area.

The Hotel Parcel is located within the Ocean Transition District (OT) and is identified as one of three Established Large Sites (ELS) Overlay Zones.

The ELS designation has been applied to sites that, given parcel size and development standards, could potentially provide significant community benefits that would otherwise not be anticipated from smaller projects. The DCP specifies the following on-site community benefits for 1133 Ocean Avenue (i.e. the Hotel Parcel): affordable housing, public open space, and historic preservation.[2]. Under the ELS Overlay designation on the Hotel Parcel, an applicant can request approval of a building height up to 130 feet and a 3.0 FAR subject to the project entitlement approval being processed through a development agreement.

The Second Street Parcel is located in the Wilshire Transition District (WT) District. The development standards for 100% Affordable Housing Projects are 2.75 FAR and 60 feet in height. Both housing and affordable housing are incentivized through additional development capacity compared with non-residential uses in the WT subarea.

The Project is compared to applicable policies of the DCP in Section 4.12, *Land Use and Planning*, of this EIR.

4.13.4 Environmental Impacts

4.13.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

As indicated previously, neighborhood effects is not an environmental issue category identified in CEQA. However, the City's Initial Study Checklist includes the following question to assess neighborhood effects. Would the project: Have considerable effects on the project neighborhood?

[2] City of Santa Monica, Downtown Community Plan, 2017, Table 2A.4, page 30.

The significance criteria for the issue topics that are relevant to neighborhood effects are provided in Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.12, *Land Use and Planning*, 4.14, *Noise and Vibration*, and 4.17, *Transportation.*

Methodology

The assessment of potential neighborhood effects is based on and summarizes analyses provided in other sections of this EIR, including 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.12, *Land Use and Planning*, 4.14, *Noise and Vibration*, and 4.17, T*ransportation*. Please refer to these sections for detailed analysis of Project impacts and mitigation measures for each of these environmental issues.

4.13.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding neighborhood effects from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.13.4.3 Project Characteristics

The Project includes characteristics and Project Design Features (PDFs) that are incorporated into the Project and serve to reduce or minimize environmental impacts. Operational activities would be carried out pursuant to several PDFs incorporated into the Project to minimize impacts. These PDFs include: PDF AQ-2, which requires green building features designed to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City's Green Building Code; PDF AQ-3, which incorporates low-emitting materials to control VOCs, PDF AQ-4, which requires the use of EPA Tier 4 standard for diesel emissions on the emergency generators that would be installed on the Hotel Parcel. Furthermore, operational activities would incorporate PDF TR-1, that ensures the development of an enhanced TDM Program. A summary of the Project characteristics relevant to neighborhood effects is provided below.

Development Program Summary

The Project would increase housing opportunities in the Downtown by providing residential units on the Hotel Parcel and the Second Street Parcel. The Project would locate hotel visitors and residents within close proximity to transit routes.

On the Hotel Parcel, the Project would include preservation of the two existing City-designated landmarks (the Palisades Building and the Moreton Bay Fig Tree), construction of two new buildings (the Ocean Building and the California Building), new open space and subterranean parking. As described in Chapter 2, Project Description, of this EIR, the Project would result in a net increase in floor area on the Hotel Parcel from 262,284 sf to 502,157 sf with a resultant increase in FAR from 1.4 to 2.6. The Project would include hotel and associated amenities as well as retail and residential uses. The building heights on the Hotel Parcel would vary and would

range from the existing Palisades Building height of 78 feet to a maximum of 130 feet. Parking would be provided in three subterranean levels.

The Project would provide pedestrian connections through the removal of the existing perimeter walls around the Hotel Parcel and the provision of walkways through the Hotel Parcel, thus breaking up the super-block that currently exists. The Project would also provide ground floor retail space oriented towards Wilshire Boulevard and 2nd Street that would serve to activate the pedestrian character at the intersection and would facilitate a pedestrian linkage to the Third Street Promenade. The provision of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue would also provide a connection with Palisades Park.

The Second Street Parcel would be developed with a 100% Affordable Housing Project with a maximum of 48 deed-restricted residential apartments and would include a mix of one-bedrooms, two-bedrooms and three-bedrooms.[3] In accordance with the DCP standards for 100% Affordable Housing Projects, the development would have a maximum FAR of 2.75 (41,250 sf of floor area) and a maximum height of six-stories and 60 feet. Ground floor uses along the Second Street frontage would include a pedestrian entrance and community/amenity space for residents of the 100% Affordable Housing Project. Parking would be provided in a subterranean garage that would be accessed from 2nd Court.

Architecture

Hotel Parcel

The proposed design for the Hotel Parcel would introduce contemporary features while preserving the historic character of the locally significant site and its contributing features; the historic Palisades Building, the designated Moreton Bay Fig Tree, and the contributing verdant landscape character.

The Ocean Building would have a curvilinear design that creates a partial ellipse around the Moreton Bay Fig Tree. As shown in Figure 2-5, Architectural Rendering from Ocean Avenue – Aerial, the Ocean Building would vary in height. The maximum height, which would be consistent with the DCP maximum height limit of 130 feet, would be located in the center of the Hotel Parcel. Ground-level open space would be provided in two general areas, the Miramar Gardens/Public Garden Terraces and the Palisades Garden/Palisades Terrace that open to the west/Ocean Avenue (see Figure 2-3 of this EIR). The Miramar Gardens, which would surround the Moreton Bay Fig Tree would have terraced gardens stepping down to the publicly-accessible open space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). The plan proposes to locate a prominent work of public art near the corner of Ocean Avenue and Wilshire Boulevard to establish a new and active public edge that reconnects the Site with Palisades Park. The Palisades Gardens, which would be rectilinear in design, would be located between the new California Building, the rehabilitated Palisades Building, and the new

[3] While the total number of units and bedroom mix are still under consideration, for purposes of this EIR, a unit mix of 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units is assumed.

Ocean Building. This landscape area would open up the public view of the west entrance to the Palisades Building and support the Project Site's connection to Palisades Park.

Second Street Parcel

While the architectural design for the 100% Affordable Housing Project is still under consideration, the design is anticipated to be modern/contemporary in architectural style. The design of the Affordable Housing Project would comply with the maximum ground floor height, the required stepbacks above the ground floor, and other applicable development standards related to urban form and design in accordance with the DCP.

Mobility and Enhanced Connectivity

The Project Site is located in the Downtown, which is considered a Transit Priority Area pursuant to CEQA. The Project would locate future residents and hotel visitors within close proximity to transit. In furtherance of the LUCE policy discouraging mid-block driveways on major thoroughfares, the existing curb cuts on Wilshire Boulevard would be removed. The removal of the perimeter walls and the provision of pedestrian walkways through the Hotel Parcel, would open up the Hotel Parcel physically and visually. The Project would foster improved pedestrian connections with the Third Street Promenade by locating ground-level retail uses at the corner of Wilshire Boulevard and 2nd Street. In addition, connections with Palisades Park would be enhanced through the provision of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue.

The 100% Affordable Housing building would be designed to comply with the DCP standards and would locate residents within proximity of transit as well as a range of uses, including retail, office, service, and entertainment uses.

Landscaping and Open Space

The Project would increase the amount of ground-level open space on the Hotel Parcel from approximately 35% to more than 52%. The open space areas would open up the Hotel Parcel to Ocean Avenue and Palisades Park and would provide views to the Santa Monica Bay. The Project would result in the removal of the existing perimeter walls along the Ocean Avenue, Wilshire Boulevard, and California Avenue sidewalks that restrict visual and physical access to the Project Site. The main active open space area, which would surround the Moreton Bay Fig Tree and would open up to Ocean Avenue, would include the Miramar Gardens and the Public Garden Terraces and would total approximately 47,000 square feet (1.08 acres), of which approximately 14,000 square feet would be publicly accessible at the corner of Wilshire Boulevard and Ocean Avenue. A second open space area, the Palisades Garden/Palisades Terrace, would be located in the rectangular courtyard area between the Ocean Building, California Building and Palisades Building, and would total approximately 22,800 square feet (0.52 acre). The Project would also include a pedestrian walkway connecting 2nd Street through the entry court and the Hotel Parcel to Ocean Avenue.

All street frontages, including California Avenue, would be landscaped. The existing building wall (including delivery bays) along 2nd Street would be removed and the entry court would be located on 2nd Street, thus opening the Project Site to allow views through the property to the Moreton Bay Fig tree in the foreground, Palisades Park in the mid-ground, and Santa Monica Bay on the horizon.

The 100% Affordable Housing development would provide common and private open space in accordance with City requirements. In accordance with DCP Section 9.10.060(B)(5), at least 25% of the required open space would be designed as common open space.

Community Benefits

The Project would provide the following Community Benefits:

- Preservation of the existing historic Palisades Building through rehabilitation and adaptive reuse in compliance with applicable standards;
- Preservation of the Moreton Bay Fig Tree and creation of the tree as a focal point on the Hotel Parcel;
- Provision of affordable housing, including the development of a 100% affordable housing building that would include a maximum of 48 deed-restricted residential apartments;
- Enhanced pedestrian, bicycle, and vehicular access both to and around the Project Site;
- Provision of bicycle racks and storage facilities to encourage the use of bicycle transportation;
- Implementation of an expanded Transportation Demand Management (TDM) program for Project development that provides incentives for employees to reduce single-occupancy vehicle trips;
- Provision of approximately 14,000 square feet (0.32 acre) of publicly accessible open space (the Public Garden Terraces) at the corner of Wilshire Boulevard and Ocean Avenue. The Public Garden Terraces would include pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk. In addition, another public seating area would be located further north along Ocean Avenue. This public seating area would be interspersed with planting and hedges to create an inviting public seating edge to the northern end of the Hotel Parcel along Ocean Avenue.

4.13.4.4 Project Impacts

NHE-1: Would the project have considerable effects on the project neighborhoods?

Impact Statement NHE-1: *The Project's operational aesthetics, air quality, land use, noise and vibration impacts would be less than significant. However, the Project would result in significant unavoidable traffic impacts at two intersections and along five street segments. Although the Project would implement the DCP, and locate uses within proximity to transit, traffic impacts would result in significant and unavoidable neighborhood effects.*

Aesthetics

The Ocean Building would range in height 91 feet to 130 feet in height, with the greater height situated in the central portion of the Hotel Parcel. The Project would locate greater massing and height in the central portion of the Project Site, such that new buildings would transition down in size, height and scale toward surrounding development, particularly adjacent residential development within the Wilshire-Montana neighborhood. The proposed buildings would be lower in height then some nearby buildings (e.g. 160-foot Huntley Hotel and 150-foot residential building across California Avenue) and the Project would provide transitional height between the taller building components and off-site adjacent uses. At the northeastern corner of the Hotel Parcel, the existing Palisades Building, which is 78 feet in height, would be retained. The proposed California Building, which would be directly across California Avenue from the 14-story/150-foot condominium building at 101 California Avenue, would be 7 stories, 80 feet in height. The proposed Ocean Building would range in height from two stories (28 feet) to ten stories (130 feet) with stepped back heights leading to the 130-foot component located in the central portion of the Project Site. Taller buildings (up to 300-feet in height) interspersed with lower scale buildings along Ocean Avenue include the 21-story, 100 Wilshire Boulevard office building, and the 17-story, 1221 Ocean Avenue residential building. The Ocean Building would have maximum heights of 28 feet along Wilshire Boulevard and 94 feet along 2nd Street. The residential development on the Second Street Parcel would have a maximum height of 60 feet, which would be lower in height than the adjacent 160-foot Huntley Hotel, and would be in keeping with the range of varied heights along 2nd Street. Thus, the Project would be compatible with the existing scale, mass and character of the surrounding uses in the Downtown neighborhood and the Wilshire-Montana neighborhood.

Given the increased building heights, the structures would be visible from some viewpoints in the surrounding Downtown neighborhood and the adjacent Wilshire-Montana neighborhood. However, as discussed in Section 4.1, *Aesthetics*, of this EIR, the Project would not substantially block panoramic or focal views of scenic resources from parks, sidewalks or other public areas where viewers can gather to enjoy views. In addition, the Project would not block panoramic views that occur in the background of open street corridors (such as views of the Santa Monica Mountains through north-facing Ocean Avenue, or views of Santa Monica Bay from west-facing Wilshire Boulevard or California Avenue). As shown in the simulations provided in Section 4.1, the Project would not wholly or partially block public views of the area's scenic vistas. In addition, the Project would not substantially damage scenic resources, would not conflict with

applicable zoning and other regulations governing scenic quality, would not create a new source of substantial light or glare, and would not create shading that would interfere with the use of outdoor open space or solar accessibility.

The Project would result in the removal of the perimeter walls, the provision of ground floor commercial space, the provision of publicly accessible open space, and the planting of street trees, which would serve to enhance the aesthetic environment within Downtown as well as for residents frequenting the area from the adjacent Wilshire-Montana neighborhood. However, since the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is an urban infill site within a transit priority area, the Project's impacts related to aesthetics is provided in this EIR for informational purposes only.

Air Quality

The Project would result in the generation of air emissions during construction and operation. (See Section 4.4, Construction Effects, for a discussion regarding impacts during construction.) As indicated in Section 4.2, *Air Quality*, of this EIR, the Project would implement PDFs that ensure compliance with CALGreen and City Green Building Code standards, incorporate low-emitting materials to control VOCs, and incorporate EPA Tier 4 standards for diesel emissions of emergency generators, that would reduce Project air emissions. With the incorporation of PDFs, the Project would result in the less than significant operational air quality impacts. Therefore, the Project would result in less than significant neighborhood effects associated with air emissions.

Land Use and Planning

As indicated in Section 4.12, Land Use and Planning, of this EIR, the Project would be consistent with applicable land use plans, policies, and regulations for the Project Site, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the LUCE, the DCP, the Housing Element, and the Local Coastal Plan. The Project would be consistent with and supportive of applicable goals through the modernization of the hotel, the preservation of historic resources on the Hotel Parcel, the addition of ground floor commercial floor area as well as the provision of residential units, including affordable housing, in the Downtown area, and the provision of publicly accessible open space. In addition, the Project would locate visitors and residents within walking distance to a variety of uses and regional destination points as well as within close proximity to public transit. The Project would create pedestrian and visual connections through the removal of the existing perimeter walls around the Hotel Parcel and the provision of walkways through the Hotel Parcel.

Noise and Vibration

The Project would increase the density and intensity of development at the Project Site that would result in noise and vibration during construction and operation. (See Section 4.4, Construction Effects, for a discussion regarding impacts during construction.) As indicated in Section 4.14, *Noise and Vibration*, of this EIR, the Project would comply with applicable noise regulations formulated to avoid significant operational noise and vibration impacts. Therefore, the Project would result in less than significant noise and vibration impacts during operation. Since the

Project would not result in operational noise and vibration that exceeds applicable thresholds at sensitive receptors in the surrounding neighborhood, noise and vibration impacts related to neighborhood effects would be less than significant.

Transportation

The Project would result in an increase of vehicular trips in the Downtown area. As indicated in Section 4.17, *Transportation*, of this Draft EIR, with implementation of PDF TR-1, which would require the implementation of an expanded TDM program, the Project would result in less than significant impacts with respect to the level of service (LOS) at the majority of the study intersections and street segments. However, using the City's adopted thresholds for determining impacts based on automobile delay (LOS), the Project would result in significant and unavoidable intersection impacts at three study intersections under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

1. Palisades Beach Road (PCH) & California Incline
3. Ocean Avenue & California Avenue
42. Lincoln Boulevard & California Avenue

In addition, the Project would result in significant and unavoidable street segment impacts at the following five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street
- Segment 9 – California Avenue between 2nd Street and 3rd Street
- Segment 10 – California Avenue between 3rd Street and 4th Street
- Segment 11 – California Avenue between 4th Street and 5th Street

Although the Project would result in significant and unavoidable impacts to intersections and street segments using the City's adopted LOS thresholds, the Project would contribute to the creation of a multi-modal circulation network in Downtown by creating connections and enhancing the mobility of pedestrians, bicyclists, and transit users. The Project would provide residential units on the Hotel Parcel and the Second Street Parcel and would increase the range of housing opportunities in the area thereby locating visitors and residents within close proximity to transit routes. The Project would be consistent with alternative transportation plans and policies and would provide secure bicycle racks and storage facilities to encourage the use of bicycle transportation. In addition, the Project would create pedestrian connections through the removal of the existing perimeter walls around the Hotel Parcel and the provision of walkways through the Hotel Parcel, thus breaking up the super-block that currently exists. The Project would also provide ground floor retail space oriented towards Wilshire Boulevard and 2nd Street that would serve to activate the pedestrian character at the intersection and would facilitate a pedestrian linkage to the Third Street Promenade. The provision of publicly accessible open space at the

corner of Wilshire Boulevard and Ocean Avenue would also provide a connection with Palisades Park.

The Project would represent the intensification of urban density on an infill site in proximity to mass transit consistent with the DCP. However, the Project would result in significant impacts at three study intersections, two of which would occur at the northern end of the Downtown neighborhood and would affect the Wilshire-Montana neighborhood. In addition, the Project would result in significant impacts on the segment of California Avenue between Ocean Avenue and 5th Street (Segments 8, 9, 10, and 11) and on 2nd Street between Wilshire Boulevard and California Avenue (Segment 2), which is at the edge of the Downtown and would affect the Wilshire-Montana neighborhood. As such, the Project would result in significant unavoidable traffic-related neighborhood effects (e.g., increased local traffic congestion).

4.13.4.5 Cumulative Impacts

A project can result in cumulative neighborhood effects when other nearby projects are located within the same neighborhood and contribute to combined effects associated with aesthetics, air quality, land use, noise and traffic conditions within a given neighborhood. As indicated in Table 3-1 in Chapter 3, *General Description of Environmental Setting*, of this EIR, 149 cumulative projects are located in the City and its environs. While there are four cumulative projects within two blocks of the Project Site, two are complete (Nos. 135 and 136) and the construction timeframe for the other two (Nos 3 and 4) involve the continuation of retail uses on the Third Street Promenade (which would not result in neighborhood effects).

Aesthetics

As indicated above, the Project would result in less than significant effects for all of the aesthetics issues analyzed (e.g., visual character, light and glare, etc.). While the Project, in combination with cumulative projects, would add to the intensification of development within an already highly urbanized area, as indicated in the DCP EIR most development would be redevelopment of existing properties. The Project's building height and density is anticipated and accounted for in the DCP as an ELS that would offer community benefits, including publicly accessible open space. The DCP EIR evaluated the impacts of anticipated development within the Downtown area, and concluded that development in accordance with the DCP would not result in significant impacts related to aesthetics, including scenic vistas and resources, view corridors, light and glare, and shade/shadow. Because cumulative development in the Downtown would occur in a manner consistent with the requirements of the DCP and because the Project would not contribute to adverse aesthetic conditions, associated cumulative neighborhood effects related to aesthetics would be less than significant.

As previously indicated, since the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is an urban infill site within a transit priority area, the Project's impacts related to aesthetics is provided in this EIR for informational purposes only.

Air Quality

The Project analysis for air quality in Section 4.2, *Air Quality*, of this EIR considers increases in regional air emissions from cumulative growth (e.g., the future baseline and future with Project scenarios account for the air emissions from the cumulative projects and other growth in City and air district). Hence, the Project would not contribute to cumulative air quality impacts, and thus associated cumulative neighborhood effects would be less than significant.

Land Use

As indicated above, the Project would result in less than significant land use impacts. The Project would be consistent with applicable land use plans, policies, and regulations for the Project Site, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the LUCE, the DCP, the Housing Element, and the Local Coastal Program Land Use Plan.

In addition, like the Project, the cumulative projects would be consistent with applicable land use designations or zoning, or made consistent through amendments and rezones, and would be required by the City to be consistent with the majority of the goals, objectives and policies of applicable land use plans. Furthermore, like the Project, cumulative development within the DCP area would represent infill development within the proximity of transit and would comply with the DCP. Therefore, the Project's contribution to cumulative land use impacts would not be cumulatively considerable and thus cumulative land use-related neighborhood effects, would be less than significant.

Noise and Vibration

The Project would result in less than significant operational noise and vibration impacts. As indicated in Section 4.14, *Noise and Vibration,* of this EIR, cumulative operational noise and vibration impacts would be less than significant since as with the Project, most if not all of the cumulative projects would comply with applicable noise regulations that have been formulated to avoid significant noise and vibration impacts. Therefore, cumulative noise and vibration impacts, and associated neighborhood effects, would be less than significant.

Transportation

The Project analysis in Section 4.17 of this EIR takes into account increases in regional traffic from cumulative growth (e.g., the future and future with project scenarios analyzed that take into account the traffic from cumulative projects). Hence, traffic impacts, and thus associated cumulative neighborhood effects, would not be greater than those identified above. The Project would contribute to significant and unavoidable impacts at three study intersections and along five street segments. Therefore, the Project would contribute to significant and unavoidable traffic-related neighborhood effects.

4.13.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding neighborhood effects from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

Project-Specific Mitigation Measures

No mitigation measures are required for the neighborhood effects from the operation of the Project in terms of aesthetics, air quality, land use, and noise and vibration, and for the majority of the traffic issues analyzed. With regard to traffic congestion, as discussed in Section 4.17 of this EIR, MM TR-1 would require the reconfiguration of the southbound approach at Intersection No. 14 (2nd Street & Wilshire Boulevard) to include one left-turn lane, one shared right/through lane, and bicycle lane that includes a shared lane conflict marking. MM TR-1 would reduce the impact at Intersection No. 14 to less-than-significant levels. The possible mitigation measures to address the significant impact at Intersections No. 1, 3, and 42 were found to be infeasible as discussed in detail in Section 4.17 of this EIR. In addition, no feasible mitigation measures (e.g., road widening, additional turn/travel lanes, etc.) were identified to address the five street segment impacts.

4.13.6 Level of Significance After Mitigation

Project neighborhood effects in terms of aesthetics, air quality, land use, noise, and the majority of the traffic issues analyzed would be less than significant. However, using the City's adopted thresholds for determining impacts based on automobile delay (LOS), traffic-related neighborhood effects would be significant and unavoidable at three study intersections and along five street segments.

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4.14 Noise and Vibration

4.14.1 Introduction

This section analyzes potential noise and vibration impacts associated with the Project. The analysis describes the existing noise environment within the vicinity of the Project Site, estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project, identifies the potential for significant impacts, and provides any mitigation measures required. An evaluation of the Project's contribution to potential cumulative noise and vibration impacts is also provided. Noise worksheets and technical data used in this analysis are provided in Appendix K of this EIR.

4.14.2 Environmental Setting

4.14.2.1 Fundamentals of Noise and Vibration

Noise

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude, with audible frequencies of the sound spectrum ranging from 20 to 20,000 Hz. The typical human ear is not equally sensitive to this frequency range. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements. Some representative common outdoor and indoor noise sources

and their corresponding A-weighted noise levels are shown in **Figure 4.14-1**, *Decibel Scale and Common Noise Sources*.

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time; a noise level is a measure of noise at a given instant in time, as presented in Figure 4.14-1. However, noise levels rarely persist at that level over a long period of time. Rather, community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many of the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time, which are applicable to the Project.

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (L_{eq}). The L_{eq} may also be referred to as the average sound level.

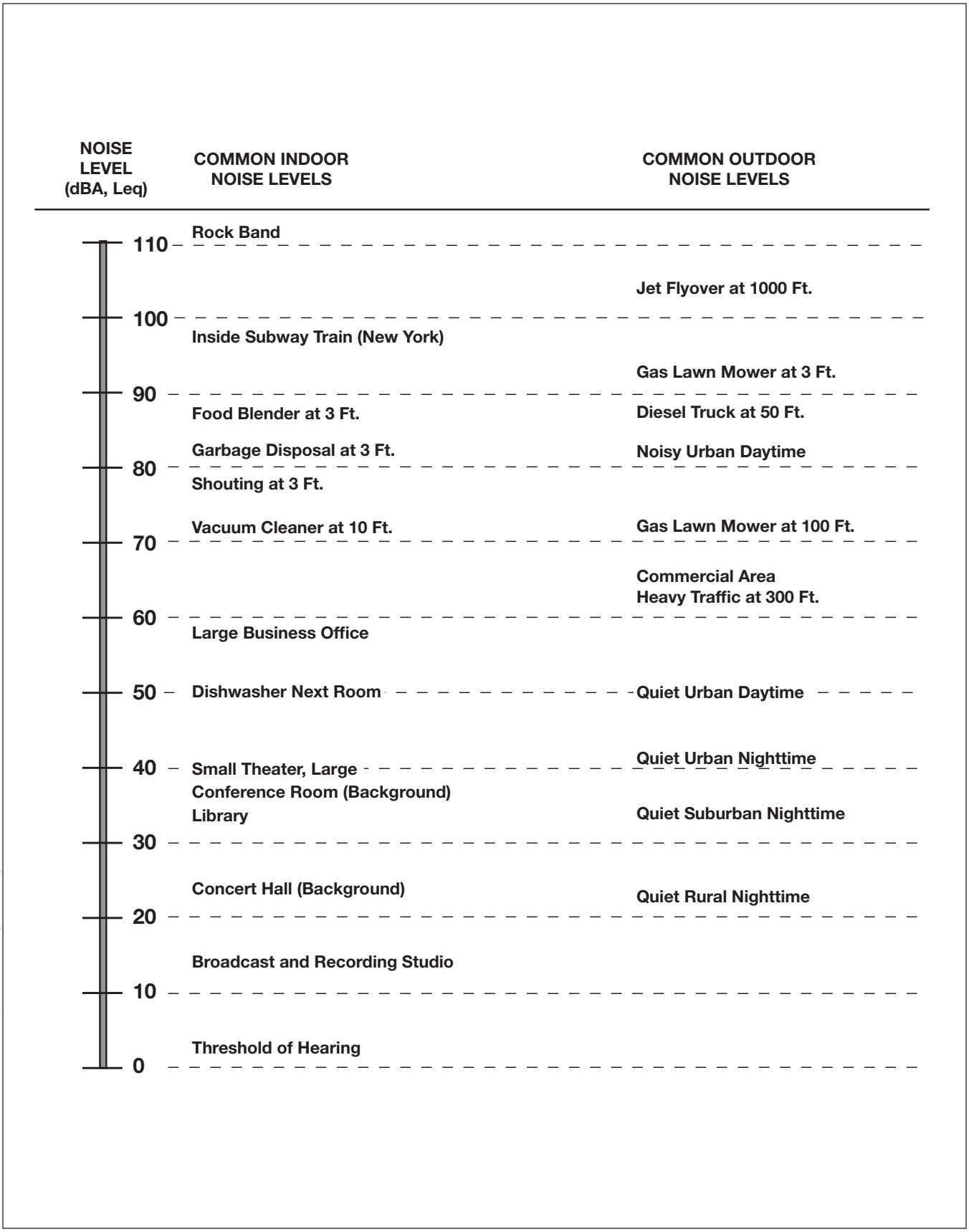
L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that includes an addition of 5 dB to measured noise levels between the hours of 7:00 P.M. to 10:00 P.M. and an addition of 10 dB to noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively.



D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

SOURCE: Caltrans

Miramar Hotel Project

Figure 4.14-1
Decibel Scale and Common Noise Sources

ESA

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep.

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[1]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference;
- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference; and
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

[1] Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Section 2.2.1, September, 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf.

These relationships occur in part because of the logarithmic nature of sound and the decibel scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dBA scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.[2]

Health Effects of Noise

Exposure to high levels of noise can cause permanent hearing impairment. The Federal Occupational Safety and Health Administration (OSHA) has an established occupational noise exposure program which includes hearing conservation standards for long-term noise exposure. Employers are required to measure noise levels; provide free annual hearing exams, hearing protection, and training; and conduct evaluations of the adequacy of the hearing protectors in use where noise environments exceed 85 dBA for an eight hour daily exposure.

Following the United States Environmental Protection Agency's (US EPA) elimination of its noise investigation and control program in the 1970s, the World Health Organization (WHO) has become a noted source of current knowledge regarding the health effects of noise impacts. In addition to hearing impairment, WHO documents that sleep disturbance is an effect that can affect human health. Excessive noise during sleep periods can result in difficulty falling asleep, awakenings, and alterations in sleep stages and depth [e.g., a reduction in proportion of REM-sleep (REM = rapid eye movement)]. Exposure to high levels of noise during sleep can also result in increased blood pressure, increased heart rate, increased finger pulse amplitude, vasoconstriction, changes in respiration, cardiac arrhythmia, and an increase in body movements. Secondary physiological effects of exposure to excessive noise during sleep can occur the following day, including reduced perception of quality sleep, increased fatigue, depressed mood or well-being, and decreased performance of cognitive tasks.[3] WHO Europe reviewed available scientific evidence on the health effects of night noise and published night noise guidelines for Europe in 2009, which compliments their 1999 *Guidelines for Community Noise.* According to WHO, the lowest observed adverse effect level for night noise is an exterior nighttime noise level of 40 dB. At this level, observed effects on sleep include body movements, awakening, self-reported sleep disturbance, and arousals.[4] WHO also notes that maintaining noise levels within

2 Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Section 2.2.1.1, September, 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf.

3 World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 26.

4 World Health Organization, *Night Noise Guidelines for Europe, Executive Summary.* 2009. p. XVII.

the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep.[5]

Other potential health effects of exposure to excessive noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again, generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to concert noise at 100 dBA over several hours continuously, can also damage hearing). Finally, while environmental noise is not believed to be a direct cause of mental illness, it can cause annoyance and is known to intensify such symptoms as anxiety, headaches, emotional stress, changes in moods, and the like.[6] WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA.[7]

Vehicle traffic, aircraft noise, and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can cause sleep disturbance.

Noise Attenuation

When noise propagates over a distance, the noise level reduces with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate between 6 dBA for acoustically "hard" sites and 7.5 dBA for "soft" sites for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet, etc.). Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance).[8]

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5 World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 28.

6 World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 30.

7 World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 38.

8 Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Section 2.1.4.2, September, 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as "line" sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading." Line sources (e.g., noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.[9] Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.[10]

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances (e.g., more than 500 feet). Other factors such as air temperature, humidity, and turbulence can also have significant effects on noise levels.

Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the *Caltrans Transportation and Construction Guidance Manual*, ground-borne vibration can be a serious concern for residences in proximity to a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.[11] In contrast to airborne noise, ground-borne vibration is not a common environmental problem, as it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, heavy trucks traveling on rough roads, and construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment such as vibratory rollers for compacting soil for paving.

There are several different methods used to quantify vibration including peak particle velocity (PPV) expressed in inches per second (in/sec) and root mean square (RMS) velocity expressed in in/sec or decibels (VdB). Vibration information for this report is described in terms of the PPV for potential structural damage assessment, impact to vibration sensitive medical equipment; and for human perception and annoyance.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building structural damage is not typically a

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9 Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Section 2.1.4.1, September, 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

10 Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Section 2.1.4.2, September, 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

11 Caltrans, *Transportation and Construction Vibration Guidance Manual*, September 2013, p. 1, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf

factor for most projects, unless blasting and pile-driving during construction, or the operation of heavy construction equipment adjacent to structures (i.e., typically within approximately 50 feet). Human annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be at a level well below the damage threshold for most buildings, unless the building is considered fragile due to the building materials used. For example, the California Department of Transportation (Caltrans) guideline vibration annoyance criteria for a strongly perceptible human response (from continuous/frequent intermittent sources) is 0.1 in/sec PPV, while the Caltrans guideline vibration damage potential threshold criteria for modern commercial buildings (from continuous/frequent intermittent sources) is 0.5 in/sec PPV.[12]

Health Effects of Vibration

According to OSHA, those at risk for vibration-related health effects are workers who conduct physical work activities requiring the use of vibrating powered hand tools (e.g., chain saw, electric drill, chipping hammer, etc.) or equipment (e.g., wood planer, punch press, packaging machine, etc.) and standing or sitting in vibrating environments (e.g., driving a truck over bumpy roads, etc.) or using vibrating equipment that requires whole-body movement (e.g., jackhammers).[13] Off-site vibration-sensitive receptors would not come in physical contact with vibratory construction equipment and would not be at risk for vibration-related health effects.

4.14.2.2 Existing Condition

Noise-Sensitive Receptors and Locations

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved at the land use requiring quiet, such as sleeping, concentrating, and convalescing. The City's Noise Ordinance in Chapter 4.12 of the Santa Monica Municipal Code (SMMC) defines noise sensitive land uses as public or private schools, places of worship, cemeteries, libraries, hospitals and similar health care institutions. The City also considers residential land uses as noise sensitive uses.

The noise sensitive land uses located in proximity to the Project Site are shown in **Figure 4.14-2**, *Noise Measurement Locations and Noise Sensitive Receptors*, and include multi-family residences located to the northeast of the Second Street Parcel, and multi-family residences located to the north and southeast of the Hotel Parcel. All other noise-sensitive uses, located at greater distances from the Project Site or blocked by existing structures, would experience lower noise levels and were not evaluated.

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12 Caltrans, *Transportation and Construction Vibration Guidance Manual*, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

13 Occupational Safety and Health Administration. Ergonomics Program Section 1910.918. Publication Date November 23, 1999. Available at: https://www.osha.gov/laws-regs/federalregister/1999-11-23 [Accessed March 25, 2019].

Ambient Noise Levels

The predominant existing noise source on the Project Site and surrounding areas is traffic noise from Ocean Avenue, Wilshire Boulevard, California Avenue, Second Street, and Second Court. Secondary noise sources include general commercial-related activities, such as loading dock/delivery truck activities, trash compaction, and refuse service activities from the surrounding office/commercial land uses.

On Thursday, October 25, 2018, short-term (15-minute duration) daytime and nighttime ambient noise measurements were conducted at locations shown in **Figure 4.14-2** that represent the ambient noise environment at or in the vicinity of the nearby noise sensitive receptors listed above. Additionally, two long term (48 hours in duration) measurements were taken at two locations from October 23 to October 25, 2018. The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter, which is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specifications. The microphone was placed at a height of 5 feet above the local grade at the measurement locations. A summary of noise measurements is provided in **Table 4.14-1**, *Summary of Ambient Noise Measurements*, and details are included in Appendix K of this EIR.

TABLE 4.14-1
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Location, Duration, and Date of Measurements	Existing Land Use	Duration	Average L_{eq}
R1, 10/23/18 (09:46 A.M.) to 10/25/18 (10:23 A.M.)	Hotel Parcel, Multi-Family	48-hour	57.5
R2, 10/23/18 (10:02 A.M.) to 10/25/18 (10:02 A.M.)	Multi-Family	48-hour	60.3
R3, Daytime, 10/25/18 (09:52 A.M. to 10:07 A.M.)	Multi-Family	15-minute	64.5
R3, Nighttime, 10/25/18 (21:59 P.M. to 22:14 P.M.)	Multi-Family	15-minute	57.4
R4, Daytime, 10/25/18 (10:06 A.M. to 10:21 A.M.)	Hotel Parcel, Multi-Family	15-minute	68.0
R4, Nighttime, 10/25/18 (22:19 P.M. to 22:34 P.M.)	Hotel Parcel, Multi-Family	15-minute	63.8

SOURCE: ESA, 2019

The representative ambient noise locations where noise measurements were taken (R1 through R4), shown in Figure 4.14-2, are described as follows:

- Measurement Location R1: Represents the existing noise environment of the Project Site (Hotel Parcel) along California Avenue and the off-site multi-family residential uses located to the northwest of the Hotel Parcel across California Avenue.
- Measurement Location R2: Represents the existing noise environment of the off-site multi-family residential uses located to the north of the Project Site (Hotel Parcel) across 2nd Street.
- Measurement Location R3: Represents the existing noise environment of the multi-family residential uses along 2nd Court located to the northeast of the Project Site (Second Street Parcel).
- Measurement Location R4: Represents the existing noise environment of the Project Site (Hotel Parcel) along Ocean Avenue and the off-site multi-family residential uses located to the southeast of the Project Site (Hotel Parcel) at 1221 Ocean Avenue.

SOURCE: ESA, 2019; OpenStreetMap, 2018.

Miramar Hotel Project

Figure 4.14-2
Noise Measurement Locations and
Noise Sensitive Receptors to the Project Site

ESA

The First Presbyterian Church and Nursery School (1220 2nd Street) is located approximately 250 feet southeast of the Project Site (Hotel Parcel); however, the line-of-sight from this location to the Project Site (Hotel Parcel and Second Street Parcels) is fully blocked by existing commercial buildings immediately to the west and northwest of the church and school and existing commercial buildings to the southeast of the Second Street Parcel such that noise from the Project Site would be substantially blocked.

A summary of noise measurement data is provided in Table 4.14-1, *Summary of Ambient Noise Measurements,* and details are included in Appendix K of this EIR. Average noise levels range from 57.4 dBA to 68.0 dBA L_{eq}.

Existing Traffic Noise Levels

To characterize the Project area's existing day/night noise environment, the noise levels attributed to existing traffic volumes on local roadways were estimated using a spreadsheet model developed based on the methodologies provided in Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Technical Manual.[14]

In addition, the Caltrans Technical Noise Supplement (TeNS) document states that the peak hour traffic noise level would be equivalent to the L_{dn} level assuming that: 1) the peak hour traffic volume would be 10 percent of the average daily traffic volume, and, 2) the split of daytime and nighttime average daily traffic volume is 85/15 percent.[15] Further, the CNEL level would be 0.3 dBA higher than L_{dn} level based on the assumption of 80 percent of the noise occurring during the daytime hours (7:00 A.M. to 7:00 P.M.), 5 percent during the evening hours (7:00 P.M. to 10:00 P.M.), and the remaining 15 percent during the nighttime hours (10:00 P.M. to 7:00 A.M. the next day).

Table 4.14-2, *Predicted Existing Vehicular Traffic Noise Levels*, presents the calculated existing CNEL/peak hour levels from the existing traffic volumes in the vicinity of the Project Site.

TABLE 4.14-2
PREDICTED EXISTING VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekday	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekend
2nd Street		
between Arizona Avenue and Santa Monica Boulevard	64.6	64.2
between Broadway and Colorado Avenue	64.1	65.5
between California Avenue and Wilshire Boulevard	61.7	61.7
between Santa Monica Boulevard and Broadway	64.5	64.7

14 FHWA, *Federal Highway Administration's Traffic Noise Model, Version 1.0 Technical Manual.* February 1998 https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/old_versions/tnm_version_10/tech_manual/index.cfm.

15 Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September, 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

Roadway Segment	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekday	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekend
between Washington Avenue and California Avenue	58.3	58.5
between Wilshire Boulevard and Arizona Avenue	62.0	62.3
n/o Washington Avenue	56.9	57.5
3rd Street		
between California Avenue and Wilshire Boulevard	57.2	57.4
n/o California Avenue	57.5	55.6
4th Street		
between Arizona Avenue and Santa Monica Boulevard	64.3	64.3
between Broadway and Colorado Avenue	66.7	66.6
between California Avenue and Wilshire Boulevard	64.0	63.3
between Colorado Avenue and I-10 Westbound Off-Ramp	67.8	67.2
between I-10 Westbound Off-Ramp and I-10 Eastbound On-Ramp	68.9	68.2
between Montana Avenue and Washington Avenue	62.3	61.4
between Santa Monica Boulevard and Broadway	65.1	65.4
between Washington Avenue and California Avenue	61.0	60.3
between Wilshire Boulevard and Arizona Avenue	62.4	62.3
n/o Montana Avenue	61.1	60.0
s/o I-10 Eastbound On-Ramp	68.3	67.1
5th Street		
between Arizona Avenue and Santa Monica Boulevard	64.1	64.2
between Broadway and Colorado Avenue	64.7	65.0
between California Avenue and Wilshire Boulevard	61.3	59.7
between Santa Monica Boulevard and Broadway	64.7	65.3
between Wilshire Boulevard and Arizona Avenue	63.4	63.1
n/o California Avenue	58.7	57.6
s/o Colorado Avenue	64.1	64.0
6th Street		
n/o California Avenue	58.5	57.5
s/o California Avenue	60.9	60.1
7th Street		
between Montana Avenue and California Avenue	60.8	60.9
n/o Montana Avenue	62.4	62.2
s/o California Avenue	62.8	62.9
Arizona Avenue		
between 2nd Street and 4th Street	62.9	62.5
between 4th Street and 5th Street	63.1	63.6
between 5th Street and Lincoln Boulevard	62.8	64.5
between Ocean Avenue and 2nd Street	61.7	62.3

Roadway Segment	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekday	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekend
Broadway		
between 2nd Street and 4th Street	65.0	66.0
between 4th Street and 5th Street	65.4	65.5
between 5th Street and Lincoln Boulevard	64.6	65.4
between Ocean Avenue and 2nd Street	63.3	63.9
California Avenue		
between 2nd Street and 3rd Street	62.2	62.9
between 3rd Street and 4th Street	62.1	63.0
between 4th Street and 5th Street	62.3	62.5
between 5th Street and 6th Street	61.6	61.8
between 6th Street and 7th Street	62.0	61.9
between 7th Street and Lincoln Boulevard	62.8	62.8
between Ocean Avenue and 2nd Street	62.5	63.0
California Incline		
between Palisades Beach Road and Ocean Avenue	64.6	65.4
Colorado Avenue		
between 2nd Street/Main Street and 4th Street	62.0	62.8
between 4th Street and 5th Street	60.4	61.0
between 5th Street and Lincoln Boulevard	61.0	62.7
between Ocean Avenue and 2nd Street/Main Street	60.0	61.7
I-10 Eastbound On-Ramp		
between 4th Street and Lincoln Boulevard	66.7	67.2
Lincoln Boulevard		
between Arizona Avenue and Santa Monica Boulevard	68.1	62.7
between Broadway and Colorado Avenue	69.6	64.9
between California Avenue and Wilshire Boulevard	65.1	61.0
between Colorado Avenue and I-10 Westbound Ramps/Olympic Boulevard	70.0	61.9
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	70.4	67.8
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	70.4	68.7
between Montana Avenue and California Avenue	62.9	65.4
between Santa Monica Boulevard and Broadway	68.8	67.0
between Wilshire Boulevard and Arizona Avenue	67.4	68.9
e/o Arizona Avenue	62.9	68.2
e/o Broadway	65.3	69.6
e/o California Avenue	61.4	64.8
e/o Colorado Avenue	60.9	70.1

Roadway Segment	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekday	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekend
e/o I-10 Eastbound On-Ramp	68.8	70.6
e/o I-10 Westbound Ramps/Olympic Boulevard	68.2	70.6
e/o Montana Avenue	65.9	63.1
e/o Santa Monica Boulevard	66.8	68.8
e/o Wilshire Boulevard	68.1	67.3
n/o Montana Avenue	61.8	60.0
s/o I-10 Eastbound On-Ramp	70.4	70.7
Main Street		
n/o Olympic Drive	63.8	65.2
s/o Olympic Drive	65.2	64.2
Montana Avenue		
between 4th Street and 7th Street	64.7	64.0
between 7th Street and Lincoln Boulevard	65.9	65.7
between Ocean Avenue and 4th Street	62.5	62.2
Ocean Avenue		
between Arizona Avenue and Santa Monica Boulevard	67.8	66.6
between Broadway and Colorado Avenue	68.5	67.4
between California Avenue and Wilshire Boulevard	67.8	68.6
between Colorado Avenue and Moomat Ahiko Way	68.5	67.5
between Montana Avenue and California Avenue	66.3	68.5
between Moomat Ahiko Way and Olympic Drive	70.0	66.4
between Olympic Drive and Pico Boulevard	69.7	69.7
between Santa Monica Boulevard and Broadway	68.2	68.8
between Wilshire Boulevard and Arizona Avenue	67.6	67.8
e/o Pico Boulevard	65.8	67.6
n/o Montana Avenue	65.6	66.1
Olympic Drive		
between Main Street and 4th Street	66.1	65.4
between Ocean Avenue and Main Street	62.6	64.0
Pacific Coast Highway (SR-1)		
between Chautauqua Boulevard/Channel Road and Entrada Drive	75.5	74.3
between Entrada Drive and California Incline	75.7	74.3
Palisades Beach Road		
between California Incline and Colorado Avenue	74.1	73.0

Roadway Segment	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekday	Existing CNEL/peak hour (dBA) at the Closest Receptor Weekend
Santa Monica Boulevard		
between 2nd Street and 4th Street	64.9	65.3
between 4th Street and 5th Street	65.2	65.5
between 5th Street and Lincoln Boulevard	65.8	66.0
between Ocean Avenue and 2nd Street	63.6	63.9
Washington Avenue		
between 2nd Street and 4th Street	60.1	59.5
Wilshire Boulevard		
between 2nd Street and 3rd Street	65.8	66.6
between 3rd Street and 4th Street	66.3	67.2
between 4th Street and 5th Street	67.0	68.0
between 5th Street and Lincoln Boulevard	67.7	68.8
between Ocean Avenue and 2nd Street	64.8	65.6

SOURCE: ESA, 2019

Vibration-Sensitive Sources and Receptor Locations

Typically, ground-borne vibration, generated by human activities (i.e., rail and roadway vehicles, mechanical equipment and typical construction equipment), diminishes rapidly as the distance from the source of the vibration becomes greater. Some common sources of ground-borne vibration are trains, trucks and buses on rough roads, and construction activities, such as blasting, pile-driving, and operating heavy earth-moving equipment.[16] It is unusual for vibration from sources such as buses and trucks traveling on roadways to be perceptible even at locations close to major roads.

Vibration sensitive receptors that are typically more sensitive to vibration effects with regard to structural damage include old or historic buildings which are generally more structurally fragile, due to the building material used. Humans occupying structures near the operation of heavy construction equipment may also perceive the vibration generated, as an annoyance.

Project vibration sensitive receptors include the previously identified noise sensitive receptors (i.e., residences at locations R1 through R4), shown in Figure 4.14-2, with R3 (multi-family residential uses along 2nd Court located to the northeast of the Second Street Parcel) located the closest to the Project Site. Project vibration sensitive receptors also include other adjacent buildings (i.e., commercial structures), which include The Huntley Hotel at 1111 2nd Street and the Regency Moderne Medical Office at 1137 2nd Street that could be potentially damaged structurally by vibration and/or result in human annoyance. In addition, two historic resources are

[16] Caltrans, *Transportation and Construction Vibration Guidance Manual*, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

located on the Hotel Parcel: the existing Palisades Building located at the northeast corner of the Hotel Parcel (a historic structure), and a City-designated landmark (Moreton Bay Fig Tree) located adjacent to and in proximity to the Project construction area that could be potentially damaged structurally by vibration. Project construction would occur around and in close proximity to the tree. According to the Moreton Bay Fig Tree Protection, Preservation and Maintenance Program, trees typically respond to vibration by building "reaction wood", where woody tissue of the tree builds additional girth.[17] See Section 4.3, *Biological Resources*, of this Draft EIR for a discussion of vibration effects on the Moreton Bay Fig Tree.

Existing Ground-borne Vibration Levels

In addition to existing construction activity in the Project area, other existing sources of ground-borne vibration include heavy-duty vehicular travel (refuse trucks, delivery trucks, etc.) on local roadways. Loaded haul trucks traveling on area roadways traveling around the Project area can generate ground-borne vibration velocity levels of approximately 0.076 in/sec PPV at 25 feet, where trucks pass over bumps in the road.

4.14.3 Regulatory Framework

4.14.3.1 Federal

In 1972, the Noise Control Act (42 United States Code section 4901 et seq.) was passed by congress to promote limited noise environments in support of public health and welfare. It also established the US EPA Office of Noise Abatement and Control to coordinate federal noise control activities. US EPA established guidelines for noise levels that would be considered safe for community exposure without the risk of adverse health or welfare effects. **Table 4.14-3**, Summary of Noise Levels Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, presents important noise exposure levels highlighted by the guidelines.

US EPA found that to prevent hearing loss over the lifetime of exposure, the yearly average L_{eq} should not exceed 70 dBA. To prevent interference and annoyance, the US EPA found that the L_{dn} should not exceed 55 dBA outdoors or 45 dBA indoors.[18] In 1982, noise control was largely passed to state and local governments.

Federal regulations establish noise limits for medium and heavy trucks (more than 4.8 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA (L_{max}) at 50 feet (approximately 15 meters) from the vehicle pathway centerline under specified test procedures. These requirements are implemented through regulatory controls on truck manufacturers. There are no comparable federal standards for vibration, which tend to be specific to the roadway surface, the vehicle load, and other factors.

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[17] BrightView Tree Company, Moreton Bay Fig Tree Protection, Preservation and Maintenance Program, February 26, 2018.

[18] US Environmental Protection Agency, 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. p. 34.

TABLE 4.14-3
SUMMARY OF NOISE LEVELS REQUISITE TO PROTECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

Effect	Level Needed to Avoid Effect	Area
Hearing loss	< 70 dBA[a] (L_{eq}, 24 hour)	All areas.
Outdoor activity interference and annoyance	< 55 dBA (L_{dn})	Outdoor residential areas and farms as well as other outdoor areas where people spend varying amounts of time and places where quiet is a basis for use.
Outdoor activity interference and annoyance	< 55 dBA (L_{eq}, 24 hour)	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	< 45 dBA (L_{dn})	Indoor residential areas.
Indoor activity interference and annoyance	< 45 dBA (L_{eq}, 24 hour)	Other indoor areas with human activities, such as schools, etc.

NOTE:
a Yearly average equivalent sound levels in decibels; the exposure period that results in hearing loss at the identified level is 40 years.

SOURCE: US Environmental Protection Agency, 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. March 1974. p. 4.

Federal Transit Administration

The Federal Transit Agency (FTA) has published guidance for assessing noise and vibration impacts from rail sources.[19] Additionally, this guidance provides methodologies for assessing the potential noise impacts from construction. The FTA's Transit Noise and Vibration Impact Assessment is specifically developed for determining significant noise and vibration impacts for transit projects involving rail or bus facilities, although it is commonly applied to non-rail and non-bus transit projects, and includes noise impact criteria.

4.14.3.2 State

California Building Standards Code (Title 24)

Title 24 of the California Code of Regulations includes Sound Transmission Control requirements that establish uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family units. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new dwellings. Where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL, the standards require an acoustical analysis demonstrating how dwelling units have been designed to meet the interior standard. Dwellings are to be designed so that interior noise levels would meet this standard for at least ten years from the time of building permit application. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

[19] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

California Government Code Section 65302(f)

California Government Code Section 65302(f) requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in its general plan. The noise element must: identify and appraise noise problems in the community; recognize Office of Noise Control guidelines; and analyze and quantify current and projected noise levels.

California Department of Health Services

The State of California does not have statewide standards for environmental noise, but the California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise compatibility by different land use types is categorized into four general levels: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." For instance, a noise environment ranging from 50 dBA to 65 dBA CNEL is considered to be "normally acceptable" for multi-family residential uses, while a noise environment of 75 dBA CNEL or above is considered to be "clearly unacceptable" for multi-family residential uses.

California Air Resources Board Anti-Idling Measure

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at a time at a location, thereby minimizing vehicle noise from idling vehicles.

California Department of Transportation

While there are no state or Caltrans regulatory vibration standards, the *Caltrans Transportation and Construction Vibration Guidance Manual* provides guidance and procedures that "should be treated as screening tools for assessing the potential for adverse vibration effects related to human perception, structural damage, and equipment.[20] This document is not an official policy, standard, specification, or regulation, and should not be used as such."

The Caltrans vibration criteria for assessing structural damage and human perception are shown in **Table 4.14-4**, *Caltrans Vibration Structural Damage Potential Criteria,* and **Table 4.14-5**, *Caltrans Vibration Perception Potential Criteria,* respectively.[21]

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20 Caltrans, *Transportation and Construction Vibration Guidance Manual*, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

21 Caltrans, *Transportation and Construction Vibration Guidance Manual*, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

TABLE 4.14-4
CALTRANS VIBRATION STRUCTURAL DAMAGE POTENTIAL CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2013. Transportation and Construction Vibration Guidance Manual. September.

TABLE 4.14-5
CALTRANS VIBRATION PERCEPTION POTENTIAL CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2013. Transportation and Construction Vibration Guidance Manual. September.

4.14.3.3 Local

City of Santa Monica General Plan

The purpose of a general plan is to ensure the land use compatibility of proposed development projects. The Noise Element of the City of Santa Monica General Plan provides guidance about acceptable noise levels for proposed development based on land use categories. The City's guidance is based on the State guidelines for assessing the compatibility of various land use types with a range of noise levels for residential and commercial uses. The Noise Element provides generally acceptable noise level in CNEL for specific land uses classified into four categories: (1) "clearly compatible," (2) "compatible with mitigation," (3) "normally incompatible," and (4) "clearly incompatible." The Noise Element guidance is shown in **Table 4.14-6**, *Land Use/Noise Compatibility Matrix* for uses in the vicinity of the Project Site.

TABLE 4.14-6
LAND USE/NOISE COMPATIBILITY MATRIX

Land Use Categories		Compatible Land Use Zones (in CNEL)					
Category	**Uses**	**<60**	**60-65**	**65-70**	**70-75**	**75-80**	**>80**
Residential	Single-family, duplex, multiple-family	A	B	B	C	D	D
Commercial (Regional, District)	Hotel, motel, transient lodging	A	B	B	C	C	D
Commercial (Regional, Village District, Special)	Commercial retail, bank, restaurant, movie theatre	A	A	A	B	B	C
Commercial Industrial Institutional	Office building, research and development, professional offices, City office buildings	A	A	B	B	C	D
Commercial (Recreation) Institutional (Civic Center)	Amphitheatre, concert hall, auditorium, meeting hall	B	C	C	D	D	D
Open Space	Parks	A	A	B	C	D	D

ZONE A - Clearly Compatible: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B - Compatible with Mitigation: New construction or development (i.e., substantial remodels and additions representing 50 percent or more of existing square footage, including garage square footage), should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems on air conditioning, will normally suffice.

ZONE C - Normally Incompatible: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D - Clearly Incompatible: New construction or development should generally not be undertaken.

SOURCE: City of Santa Monica, General Plan Noise Element, 1992.

As shown in Table 4.14-6, exterior noise levels of 60 dBA CNEL and lower are "clearly compatible" for residential uses that include single family, duplex, and multiple family residences, while exterior noise levels of up to 70 dBA CNEL are "compatible with mitigation." Exterior noise levels of 70 dBA CNEL and lower are "clearly compatible" for commercial uses, while exterior noise levels up to 80 dBA CNEL are "compatible with mitigation." "Clearly compatible" is defined as the highest noise level that should be considered for the construction of new buildings that incorporate conventional construction techniques, but without any special noise insulation requirements. "Compatible with mitigation" includes the highest noise levels that should be considered only after detailed analysis of the noise reduction requirements are made and needed noise insulation features are determined.

The land use compatibility guidelines and interior/exterior noise standards are designated for new development. In addition, policies and actions included in the City's General Plan Noise Element that guide new projects are identified below.

Policy 1: Provide for measures to reduce noise impacts from transportation noise sources.

Action 1.2: Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Policy 2: Incorporate noise considerations into land use planning decisions (as they apply to finished projects, not construction actions).

Action 2.2: Through the Noise Ordinance, incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones identified in areas exposed to noise levels greater than 60 dBA CNEL can be used to identify locations of potential conflict. New developments would be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are met.

Action 2.3: Continue to enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dBA CNEL due to the combined effects of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dBA CNEL. The Noise Referral Zones (60A dB CNEL) can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL/L_{dn}) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or L_{dn} of 45 dBA in any habitable room." The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings.

Policy 3: Develop measures to control non-transportation noise impacts.

Action 3.3: Require that new commercial and residential projects to be built near existing residential land use demonstrate compliance with the City Noise Ordinance prior to approval of the project. This shall include a requirement that all project plans show the location of mechanical equipment in relation to adjacent noise-sensitive (i.e., residential) uses. Require that all Building Permit applicants, including contractors, sign a form acknowledging requirements of the noise ordinance, and assuming responsibility for compliance with the noise ordinance. This is particularly important for the non-resident contractor installing mechanical equipment.

Policy 4: The City shall develop measures to control construction noise impacts.

Action 4.1: Consider incorporating the following provisions into the Noise Ordinance to address the problems of construction noise:

1. Clearly state the permitted hours of construction and expressly prohibit construction on Sunday.
2. During the environmental review of all projects requiring extensive construction, determine the proximity of the site to the established residential areas. If the project will involve pile-driving, nighttime truck hauling, blasting, 24-hour pumping (important in coastal excavations), or any other very high noise equipment, the environmental review shall include a construction noise alternative analysis. From this analysis, specific mitigation measures shall be developed to mitigate potential noise impacts. This may include but not be limited to:
    - Requirements to use quieter albeit costlier construction techniques.

- Notification of residents (homeowners and renters) of time, duration, and location of construction.
- Relocation of residents to hotels during noise construction periods.
- Developer reimbursement to City for 24-hour on-site inspection to verify compliance with required mitigation.

3. Limit hours of operation of equipment 15 dBA above noise ordinance limits to the hours of 10 A.M. to 4 P.M."

City of Santa Monica Municipal Code

The City's Noise Regulation is provided in Chapter 4.12 of the Santa Monica Municipal Code (SMMC). Section 4.12.050 designates noise zones, as follows: residential districts as Noise Zone I, commercial districts as Noise Zone II, and manufacturing/industrial districts as Noise Zone III. The Project Site consists of various development sites located in residential and commercial districts, and therefore, are located in Noise Zones I and II.

Section 4.12.060 defines exterior noise standards for each Noise Zone, as presented in **Table 4.14-7**, *City of Santa Monica Exterior Noise Standards*.

TABLE 4.14-7
CITY OF SANTA MONICA EXTERIOR NOISE STANDARDS

Noise Zone	Time Interval	Allowable L_{eq} (dBA)	
		15-minute continuous measurement period	5-minute continuous measurement period
I	Monday-Friday		
	10 p.m. to 7 a.m.	50	55
	7 a.m. to 10 p.m.	60	65
	Saturday-Sunday		
	10 p.m. to 8 a.m.	50	55
	8 a.m. to 10 p.m.	60	65
II	All Days of Week		
	10 p.m. to 7 a.m.	60	65
	Monday-Friday		
	7 a.m. to 10 p.m.	65	70
III	Anytime	70	75

NOTES:
If the ambient noise level exceeds the allowable exterior noise level standard, the ambient noise level shall be the standard.
Construction activity shall be subject to the noise standards set forth in Section 4.12.110 of SMMC.
SOURCE: SMMC, Section 4.12.060.

Section 4.12.070, with regard to vibration, states that "notwithstanding other sections of this Chapter, it shall be unlawful for any person to create, maintain or cause any ground vibration that

is perceptible without instruments at any point on any property. For the purpose of this Chapter, the perception threshold shall be presumed to be more than 0.05 inches per second RMS velocity. The vibration caused by construction activity, moving vehicles, trains, and aircraft shall be exempt from this Section."

Section 4.12.110 describes restrictions on demolition, excavation, grading, spray painting, construction, maintenance, or repair of buildings, as follows:

(a) "No person shall engage in any construction activity during the following times anywhere in the City:

  (1) Before eight a.m. or after six p.m. on Monday through Friday, except that construction activities conducted by employees of the City of Santa Monica or public utilities while conducting duties associated with their employment shall not occur before seven a.m. or after six p.m. on Monday through Friday;

  (2) Before nine a.m. or after five p.m. on Saturday; and

  (3) All day on Sunday.

  (4) All day on New Year's Day, Martin Luther King's Birthday, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, as those days have been established by the United States of America.

(b) Except as set forth in subsection (d) of this Section, the noise created by construction activity shall not cause:

  (1) The equivalent noise level to exceed the noise standards specified in Section 4.12.060 of this Chapter, for the noise zone where the measurement is taken, plus twenty (20) dBA; or

  (2) A maximum instantaneous A-weighted, slow sound pressure level to exceed the decibel limits specified in Section 4.12.060 of this Chapter for the noise zone where the measurement is taken plus forty dBA, for any period of time.

(c) Prior to the issuance of a building permit, all development projects located within five hundred feet of any residential development or other noise sensitive land uses must submit a list of equipment and activities required during construction. In particular, this list shall include the following:

  (1) Construction equipment to be used, such as pile drivers, jackhammers, pavement breakers or similar equipment;

  (2) Construction activities such as 24-hour pumping, excavation or demolition; and

  (3) A list of measures that will be implemented to minimize noise impacts on nearby residential uses.

(d) Any construction that exceeds the noise levels established in subsection (b) of this Section shall occur between the hours of ten a.m. and three p.m., Monday through Friday.

(e) A permit may be issued authorizing construction activity during the times prohibited by this Section whenever it is found to be in the public interest. The person obtaining the permit shall provide notification to persons occupying property within a perimeter of five hundred feet of the site of the proposed construction activity prior to commencing work pursuant to the permit. The form of the notification shall be approved by the City and contain procedures for the submission of comments prior to the approval of the permit. Applications for such permit

shall be in writing, shall be accompanied by an application fee and shall set forth in detail facts showing that the public interest will be served by the issuance of such permit. Applications shall be made to the Building Officer. No permit shall be issued unless the application is first approved by the Director of Environmental and Public Works Management, the Building Officer, the Chief of Police and the Director of Planning and Community Development. The City Council shall establish by resolution fees for the filing and processing of the application required by this subsection (e) and any required compliance monitoring. This fee may be revised from time to time by resolution of the City Council".

Section 4.12.130 defines location, screening and noise measurements of mechanical equipment, as follows:

"All development project applications must demonstrate compliance with or contain the following information:

(a) A list of all permanent mechanical equipment to be placed outdoors and all permanent mechanical equipment to be placed indoors which may be heard outdoors. All such equipment shall require a noise analysis to demonstrate compliance with Section 4.12.060 of SMMC prior to the issuance of a building permit for the development project.

(b) Mechanical equipment shall not be located on the side of any building which is adjacent to a residential building on the adjoining lot unless it can be shown that the noise will comply with the requirements of Section 4.12.060 of SMMC. Roof locations may be used when the mechanical equipment is installed within a noise attenuating structure.

(c) Final approval of the location of any mechanical equipment will require a noise test to demonstrate compliance with Section 4.12.060 of SMMC. Equipment for the test shall be provided by the owner or contractor and the test shall be conducted by the owner or contractor. A copy of noise test results on mechanical equipment shall be submitted to the Community Noise Officer for review to ensure that noise levels do not exceed maximum allowable levels for the applicable noise zone".

Section 4.12.170 states that "new development may only be permitted if noise mitigation measures are taken in project siting and design such that exterior noise levels meet equivalent noise level requirements of Section 4.12.060 of SMMC, and the standards contained in the Interior and Exterior Noise Standards Matrix as contained in the Noise Element of the General Plan for any existing noise sources near the project or contained within the project."

Section 9.21.140 provides requirements for screening of mechanical and electrical equipment and of non-residential uses, as follows:

A. **Screening of Mechanical and Electrical Equipment.** All exterior mechanical and electrical equipment shall be screened on all vertical sides at least to the height of the equipment it is screening and incorporated into the design of buildings to the maximum extent feasible. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, air conditioners, heaters, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems. Screening materials may include landscaping or other materials that shall be consistent with the exterior colors and materials of the building. Solar energy systems are exempt from this screening requirement. The Architectural

Review Board or Landmarks Commission may reduce the height of the required screening based on the placement of the equipment on the roof, the existing height of the subject building and surrounding buildings, and the overall visibility of the equipment.

B. **Screening of Nonresidential Uses.** Wherever any building or structure is erected or enlarged on any parcel that contains any Commercial, Industrial, Public or Semi-Public use (except Cemetery, Community Garden, Day Care Center, or Public Park), or a Transportation, Communication and Utilities use, and abuts a Residential District, a solid decorative wall shall be erected and maintained along the parcel line abutting the Residential District. Such screening wall shall be at least 6 feet in height. Such screening wall shall be provided at the time of new construction or expansion of buildings by more than 10 percent of floor area, or changes from one use classification to another non-residential use classification.

1. **Location.** Screening walls shall follow the parcel line of the parcel to be screened, or shall be so arranged within the boundaries of the parcel so as to substantially hide from adjoining properties the building, facility, or activity required to be screened.
2. **Materials.** Industrial uses must provide a solid screening wall of stucco, decorative block, or concrete panel. Screening walls for other uses may be constructed of stucco, decorative block, concrete panel, wood or other substantially equivalent material. Chain-link fencing does not fulfill the screening wall requirement.
3. **Maintenance.** Screening walls shall be maintained in good repair, including painting, if required, and shall be kept free of litter or advertising. Where hedges are used as screening, trimming or pruning shall be employed as necessary to maintain the maximum allowed height.

4.14.4 Environmental Impacts

4.14.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The Appendix G questions for noise and vibration include the following. Would the project result in:

NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

NOISE-2: Generation of excessive groundborne vibration or groundbourne noise levels?

NOISE-3: For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?

Non-Applicable Checklist Question:

The questions from Appendix G of the CEQA Guidelines associated with noise and vibration listed above were considered in the Initial Study prepared for the Project, included as Appendix

A, of this EIR. Based on the analysis in the Initial Study, it was determined that no impact would occur for the topic listed below. Therefore, no further analysis of this topic is provided in the EIR.

Noise-3 airport/airstrip noise: The Project Site is located approximately 2.5 miles north of the Santa Monica Airport. In addition, the Project Site is not located in the vicinity of a private airstrip. Therefore, the environmental topics related to airport/airstrip noise are not required to be evaluated in this EIR as no impacts due to implementation of the Project would occur.

For NOISE-1 and NOISE-2, the following significance thresholds are used to analyze the potential noise and vibration impacts of Project construction and operation.

Construction Noise (Temporary or Periodic Increase in Ambient Noise Levels Exceeding Standards)

The SMMC noise regulations establish noise standards for construction, which vary based on the day of the week and time of day, and the Noise Zone in which a project is located, unless otherwise permitted under an afterhours permit. The Project analysis of construction noise is based on criteria in the SMMC noise regulations. The timing of construction noise impacts is an important factor in determining significance. As set forth in the previous discussion of the City's Noise Ordinance, construction activities are generally permissible only between 8:00 A.M. and 6:00 P.M. on weekdays, and between 9:00 A.M. and 5:00 P.M. on Saturdays. During these hours, the City permits construction noise up to 20 dBA in excess of normally acceptable levels, or up to 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event. Construction noise even beyond these heightened levels is permitted only between 10:00 A.M. and 3:00 P.M. on weekdays. Given the fact that residents of urban areas are used to such temporary construction noise from time to time, the City does not consider construction activities consistent with these timing limits to constitute significant environmental effects.

Operation Noise (Permanent Increase in Ambient Noise Levels Exceeding Standards)

The City does not have established criteria levels at which permanent increases in ambient noise are considered potentially significant. As discussed previously, a noise level increase of 3 dBA is barely perceivable to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Therefore, the Project's operation noise impact would be considered significant if the following conditions occur:

- Project-related vehicular noise sources would cause existing exterior 24-hour weighted average ambient noise levels to increase by 5 dBA or more, and the resulting noise falls on a noise-sensitive land use within an area categorized as either "clearly compatible" or "compatible with mitigation" as defined in the City's General Plan; or cause 24-hour weighted average ambient noise levels to increase by 3 dBA or more, and the resulting noise falls on a noise-sensitive land use within an area categorized as either "normally incompatible" or "clearly incompatible"; or
- Project-related operational (i.e., non-roadway) and on-site noise sources, such as outdoor activities, building mechanical/electrical equipment, parking structure, etc., to exceed the

noise standards defined in Section 4.12.060 of the SMMC, or increase ambient noise levels by 5 dBA at the adjacent noise sensitive receptors.

Excessive Groundborne Vibration (Human Perception and Annoyance)

Section 4.12.070 of the SMMC establishes a vibration human perception threshold of more than 0.05 in/sec RMS velocity.

Construction

Section 4.12.070 of the SMMC exempts vibration caused by construction activity from the requirements of Section 4.12.070.

Operation

The human perception vibration threshold of 0.05 in/sec RMS (equivalent to approximately 0.07 in/sec PPV) provided in Section 4.12.070 of the SMMC is applicable to operation vibration. Project operation would result in a potentially significant human annoyance vibration impact if:

- Project operation cause ground-borne vibration levels to exceed 0.05 in/sec RMS (0.07 in/sec PPV).

Excessive Groundborne Vibration (Structural Damage)

Caltrans vibration damage potential threshold criteria, previously described above in Table 4.14-4, are used to evaluate potential structural damage impacts related to vibration from Project construction and operation. Project construction or operation would result in a potentially significant structural damage vibration impact if:

- Project construction or operation cause ground-borne vibration levels to exceed the Caltrans criteria for the structure and condition of the building potentially impacted. For example: 0.5 in/sec PPV for modern commercial and new residential structures, 0.3 in/sec PPV for older residential structures, 0.25 in/sec PPV for historic and some old buildings, and 0.1 in/sec PPV for fragile buildings. This analysis utilizes 0.3 in/sec PPV to develop screening distances for potential structural damage impacts to the off-site structures from Project construction and operation and 0.25 in/sec for the on-site Palisades Building and the off-site Regency Moderne Medical Office located at 1137 2nd Street.[22]

Methodology

On-Site Sources of Construction Noise

On-site Project construction noise impacts were evaluated by identifying the reference construction noise levels generated by the different types of construction activity and equipment anticipated, calculating the construction activity (e.g., demolition) noise levels at the source and attenuated by distance at nearby sensitive receptor locations, and comparing these construction-related noise levels respectively to the applicable City noise standards, and determining the

[22] An analysis of potential vibration effects on the Moreton Bay Fig Tree is provided in Section 4.3, Biological Resources, of this EIR.

increase in existing ambient noise levels (i.e., without construction noise) at the receptors. Calculation input values and results are provided in Appendix K of this EIR. More, specifically, the following steps were undertaken to assess construction-period noise impacts.

1. Existing noise levels at surrounding sensitive receptor locations were measured during existing peak hour traffic volumes (see Table 4.14-1);
2. Typical noise levels for each type of the construction equipment were obtained from the FHWA Roadway Construction Noise Model (RCNM);
3. Distances between construction site locations (noise sources) and surrounding sensitive receptors were measured using Project architectural drawings, site plans, and Google Earth;
4. Construction noise level was then calculated, in terms of hourly L_{eq}, for sensitive receptor locations based on the standard point source attenuation rate of 6.0 dBA for each doubling of distance; and
5. Construction noise levels were then compared to the construction noise significance thresholds previously identified.

Off-Site Traffic Noise (Construction and Operation)

Project traffic noise impacts on area roadways were evaluated using a spreadsheet model developed based on the methodologies provided in FHWA's TNM Technical Manual. Project specific traffic volume data is provided in the Project's Transportation Impact Analysis (TIA), which is provided in Appendix L of this EIR.

Traffic noise on area roadways, attributable to the existing, approval (Approval Year 2020), and buildout (Future Year 2025) traffic volumes from Project development, was estimated using TNM, and compared to estimated traffic noise levels based on existing and future traffic volumes that would occur under the "Without Project" condition.

Health Effects

The potential health consequences of noise impacts on sensitive receptors associated with Project-related traffic noise impacts was considered based on whether any significant increases in traffic noise (5 dBA or more) would expose noise-sensitive receptors to traffic noise levels greater than 85 dBA. As discussed above, prolonged exposure to high levels of noise (85 dBA) can cause permanent hearing impairment.[23]

Stationary Point Source Noise (Operation)

Stationary point source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources, such as building rooftop mechanical equipment (e.g., heating, air conditioning, and ventilation (HVAC)), building loading area activity, and on-site activity by calculating the hourly L_{eq} noise level from each noise source at sensitive receptor property lines,

[23] United States Department of Labor, Occupational Safety and Health Administration. Occupational Safety and Health Standards Part 1910, Standard 1910.95

and comparing such noise levels to existing noise levels. More specifically, the following steps were undertaken to calculate outdoor stationary point source noise impacts:

1. Existing noise levels at surrounding sensitive receptor locations were estimated based on the existing traffic volumes (see Table 4.14-2) and/or ambient noise measurements (see Table 4.14-1);
2. Distances between stationary noise sources and surrounding sensitive receptor locations were measured using Project architectural drawings, Google Earth, and site plans;
3. Stationary-source noise levels were then calculated for each sensitive receptor location based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance;
4. Noise level increases were compared to the stationary source noise significance thresholds identified below; and
5. For outdoor mechanical equipment, the maximum allowable noise emissions from any and all outdoor mechanical equipment were specified such that noise levels would not exceed the significance threshold identified below.

Ground-Borne Vibration (Construction and Operation)

Groundborne vibration impacts from Project construction were evaluated for potential off-site building structural damage and the on-site Palisades Building, which is a City-designated landmark; SMMC exempts construction from its vibration human annoyance threshold. Potential structural damage from Project construction vibration is based on Caltrans vibration guidance.[24]

The Project construction vibration analysis was performed by identifying potential sources of Project construction vibration (i.e., operation of heavy construction equipment), estimating the maximum vibration levels generated at the source using the reference vibration data from the Caltrans document, estimating the distance between anticipated location of the equipment operation and the nearby vibration sensitive receptors (people, structures, and City-designated landmark), estimating the maximum vibration levels at the receptors due to distance attenuation, and comparing against the applicable significance criteria.

Project operation (which consists of routine hotel, residential, and commercial related uses) is not anticipated to generate vibration that would result in vibration impacts. Similar to existing conditions, the Project anticipates having music at both indoor and outdoor events. All future events would continue to comply with the City of Santa Monica noise ordinance (SMCC Chapter 4.12).

[24] Caltrans, *Transportation and Construction Vibration Guidance Manual*, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

4.14.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding noise and vibration from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.14.4.3 Project Characteristics

Construction

Hotel Parcel

Project construction is anticipated to commence in late 2022 and would take place over an approximate 33-month period, with completion of the construction on the Hotel Parcel in 2025 (after the 100% Affordable Housing building on the Second Street Parcel has been completed).

Construction would occur in distinct phases: (i) demolition, which would require an estimated 4-month period; (ii) excavation, which would require an estimated 5-month period; (iii) structure construction, which would require an estimated 12-month period; (iv) construction of exterior skin and interior finishes, which would require an estimated 10-month period; and (v) completion phase, which would require an estimated 2-month period. In accordance with SMMC Section 8.108.150, at least 70 percent of the Project construction and demolition debris would be diverted.

Construction activity work hours would be Monday through Friday, from 8:00 A.M. to 6:00 P.M. and Saturday from 9:00 A.M. to 5:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). No construction activities would occur on Sunday in accordance with SMMC Section 4.12.110(a)(3) or on the holidays specified in SMMC Section 4.12.110(a)(4).

The depth of the proposed excavation on the Hotel Parcel for the new parking structure and the basement of the Ocean Building would be up to 35 feet and would require the export of approximately 175,000 cubic yards of soil. Soil excavated from the Hotel Parcel would be removed by semi-truck haul trucks. Haul trucks would not stage on City streets.

Second Street Parcel

Construction of the 100% Affordable Housing building on the Second Street Parcel is estimated to take 18-20 months and could occur concurrently with the construction of improvements on the Hotel Parcel. The 100% Affordable Housing building would be completed prior to the certificate of occupancy for the buildings on the Hotel Parcel. Construction of the 100% Affordable Housing building would occur in five distinct phases, with the demolition phase limited to the removal of the existing surface parking lot. All other phases (i.e., excavation, structure construction, construction of exterior facade and interior finishes, completion) would occur over the anticipated 18-20-month construction period.

All construction on the Second Street Parcel would occur Monday through Friday, from 8:00 A.M. to 6:00 P.M. and Saturday from 9:00 A.M. to 5:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). No construction activities would occur on Sunday or Federal holidays.

Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export is approximately 12,525 cubic yards.

Land Use Characteristics

The Project would result in the redevelopment on the Hotel Parcel and the Second Street Parcel. The Project would include new open space areas on the Hotel Parcel that are designed to open up the Hotel Parcel to Ocean Avenue and Palisades Park and would provide views to the Santa Monica Bay. The Project would increase the amount of ground-level open space on the Hotel Parcel from the current approximately 35 percent to more than 52 percent of the Hotel Parcel. The Project would not only increase the open space on the Hotel Parcel but would provide publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. Ground-level open space would be concentrated in two general areas, the Miramar Gardens/Public Garden Terraces and the Palisades Garden/Palisades Terrace.

The main active open space area, which would surround the Moreton Bay Fig Tree and would open up to Ocean Avenue, would include the Miramar Gardens and the Public Garden Terraces and would total approximately 47,000 sf (1.08 acres). The Miramar Gardens, which would total approximately 33,000 sf (0.76 acres), may be closed to the public from time to time for private special events at the hotel. The area under the Moreton Bay Fig Tree would include a deck accessible to the public. Ground floor food and beverage outlets in the Ocean Building would open up to the Miramar Gardens and Public Garden Terraces to encourage the public use and enjoyment of the Hotel Parcel.

- The Public Garden Terraces would consist of a publicly-accessible plaza and garden space at the intersection of Wilshire Boulevard and Ocean Avenue that would total approximately 14,000 sf (0.32 acre) of new publicly-accessible open space. The Public Garden Terraces would feature, pedestrian pathways, bench seating with ocean views, a prominent work of public art, and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk. No other new uses are proposed.
- The Palisades Gardens would be approximately 21,000 sf (0.48 acre) and would be a quieter space primarily reserved for the hotel guests and residents and is consistent with existing uses.

The Project would include a rooftop pool and deck overlooking the Miramar Gardens. The hotel swimming pool and deck would be located on the third floor of the Ocean Building. The deck would include a pool café open to the public. An outdoor swimming pool and deck for residents and their guests would be located on the 8th floor of the Ocean Building. A rooftop deck would also be located on top of the California Building for smaller intimate hotel functions.

Other noise-generating uses include the loading dock and refuse collection, which has been redesigned but would remain on 2nd Street north of ~~be in~~ the ~~same~~current location ~~as under existing conditions~~, and the operation of new stationary mechanical equipment.

Project Design Features

In addition to compliance with SMMC requirements, the following Project Design Feature (PDF) would be implemented as part of the Project to reduce Project-generated noise, and have been accounted for in the analysis.

PDF NOISE-1: **Construction BMPs.** The Applicant's construction contractor shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in and around the Project Site to reduce construction noise levels:

- Project contractor(s) shall equip all construction equipment, fixed and mobile, mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards;
- On-site construction equipment staging areas shall be located as far as feasible from noise and vibration sensitive uses.

4.14.4.4 Project Impacts

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

Construction Impacts

Impact Statement NOISE-1A: *Noise levels during construction activities would potentially increase noise levels by more than 20 dBA in excess of normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event. A mitigation measure would be implemented to limit construction activities generating noise in excess of 20 dBA above normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event to between 10:00 A.M. and 3:00 P.M. on weekdays as allowed by the City's Noise Ordinance. With implementation of the mitigation measure, construction noise impacts would be reduced to less than significant.*

On-Site Construction

Project construction would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. During each construction activity (e.g., demolition), there would be a different mix of equipment types and number, compared to another activity (e.g., grading). As such, noise levels of construction activity at and near the Project Site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment. **Table 4.14-8**, *Construction Noise Levels by Construction Phase*, presents the estimated maximum construction noise levels (L_{max}) at 50 feet per

construction phase. These noise levels would occur when equipment is operating under full power conditions. The estimated usage factor per equipment is also included in Appendix K, which are based on FHWA's RCNM Model User's Guide.

TABLE 4.14-8
CONSTRUCTION NOISE LEVELS BY CONSTRUCTION PHASE

Construction Phase	Estimated Noise Level at 50 feet (dBA L_{max})
Hotel Parcel	
Demolition	101
Grading/Excavation	97
Foundation/Concrete Pour	87
Building Construction	95
Paving	94
Architectural Coating	93
Second Street Parcel	
Demolition	87
Grading/Excavation	92
Foundation/Concrete Pour	89
Building Construction	89
Paving	89
Architectural Coating	85

SOURCE: RCNM and ESA, 2019.

As shown in Table 4.14-8, the maximum noise level of the construction phases would be up to 101 dBA L_{max} during the demolition phase of the Hotel Parcel and up to 92 dBA L_{max} during the grading/excavation phase for the Second Street Parcel. To more accurately characterize construction noise levels over time, the hourly average noise level (L_{eq}) associated with each construction phase is calculated based on the quantity, type, and usage factors for each type of equipment used during each construction phase, and typically attributable to multiple pieces of equipment operating simultaneously. In addition, as construction could occur concurrently on the two parcels, some construction phases could potentially overlap, which has been incorporated into the modeling analysis.

Construction noise levels were estimated based on an industry standard sound attenuation rate of 6 dBA per doubling of distance (from reference distance of 50 feet) for point sources (e.g., construction equipment). Within the analysis, all construction equipment was assumed to operate simultaneously with an estimated usage factor at the construction area nearest to potentially affected noise sensitive receptors (at the fence line), because equipment used on construction sites

usually operates intermittently over the course of a construction day.[25] These assumptions represent a worst-case noise scenario as all construction equipment used in a given phase would not typically operate concurrently and at full power, and the location of activities is routinely spread across the construction site, rather than concentrated close to the nearest noise-sensitive receptors. Noise from different construction stages that could occur simultaneously were added together to provide a conservative, composite construction noise level.

A summary of the highest hourly average construction noise levels at the representative ambient noise locations is provided in **Table 4.14-9**, *Estimate of Maximum Hourly Average Project Construction Noise Levels (L_{eq}) at Representative Ambient Noise Locations.* The analysis assumes multiple pieces of construction equipment would be used for each construction activity at the same time and that all equipment would be in use on the Project Site at the closest distance to the noise-sensitive receptor location. Construction activities would begin on the Hotel Parcel; construction activities on the Second Street Parcel would begin after completion of grading/excavation on the Hotel Parcel. Two or more construction activities may occur at the same time on each parcel. In addition, foundation/concrete pour, building construction, paving, or architectural coating construction activities on the Hotel Parcel may occur at the same time as construction activities on the Second Street Parcel. Therefore, the construction noise analysis estimates noise levels at noise-sensitive receptor locations R1 through R4 from overlapping construction activities occurring on each parcel, and the combined overlapping construction activities on both parcels. Detailed noise calculations for construction activities are provided in Appendix K of this EIR.

As shown in Table 4.14-9, maximum Project construction hourly average noise levels would exceed the significance threshold (the measured ambient noise levels, plus 20 dBA) at representative noise locations R1 (the multi-family residential uses north of the Project Site (Hotel Parcel) across California Avenue) and R2 (the multi-family residential uses north of the Hotel Parcel across Second Street) primarily as a result of noise generated from construction activity on the Hotel Parcel. Maximum Project construction hourly average noise levels would exceed the significance threshold (the measured ambient noise levels, plus 20 dBA) at representative noise location R3 (the multi-family residential uses northeast of the Second Street Parcel across Second Court) primarily as a result of noise generated from construction activity on the Second Street Parcel. Maximum Project construction hourly average noise levels would not exceed the significance threshold (the measured ambient noise levels, plus 20 dBA) at representative noise location R4 (multi-family residential uses located to the south of the Hotel Parcel at 1221 Ocean Avenue).

[25] FTA, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.;

TABLE 4.14-9
ESTIMATE OF MAXIMUM HOURLY AVERAGE PROJECT CONSTRUCTION NOISE LEVELS (L_{EQ}) AT REPRESENTATIVE AMBIENT NOISE LOCATIONS

Receptor (Off-Site Receptor Land Use)	Allowable Exterior Noise Level (dBA L_{eq}) [a]	Worst Case Construction Noise Level (dBA L_{eq})			
		Construction Activity	Hotel Parcel Construction	Second Street Parcel Construction	Overlapping Parcel Construction
R1 (Multi-Family)	80	Demolition	**89**	67	
		Grading/Excavation	**86**	70	
		Foundation/Concrete Pour	75	67	
		Building Construction	**83**	66	
		Paving	**82**	69	
		Architectural Coating	80	62	
		Maximum Overlapping Phases	**89**	72	**83**
R2 (Multi-Family)	80	Demolition	**89**	65	
		Grading/Excavation	**86**	68	
		Foundation/Concrete Pour	75	65	
		Building Construction	**83**	65	
		Paving	**82**	67	
		Architectural Coating	80	60	
		Maximum Overlapping Phases	**89**	70	**83**
R3 (Multi-Family)	84.5	Demolition	81	**87**	
		Grading/Excavation	78	**90**	
		Foundation/Concrete Pour	67	**87**	
		Building Construction	75	**87**	
		Paving	74	**89**	
		Architectural Coating	72	82	
		Maximum Overlapping Phases	81	**92**	**92**
R4 (Multi-Family)	88	Demolition	71	51	
		Grading/Excavation	68	55	
		Foundation/Concrete Pour	58	52	
		Building Construction	65	51	
		Paving	64	53	
		Architectural Coating	62	47	
		Maximum Overlapping Phases	71	56	66

Receptor (Off-Site Receptor Land Use)	Allowable Exterior Noise Level (dBA L_{eq}) [a]	Worst Case Construction Noise Level (dBA L_{eq})			
		Construction Activity	Hotel Parcel Construction	Second Street Parcel Construction	Overlapping Parcel Construction
The Huntley Hotel (for informational purposes only) [b]	N/A	Demolition	89	93	
		Grading/Excavation	86	97	
		Foundation/Concrete Pour	75	94	
		Building Construction	83	93	
		Paving	82	95	
		Architectural Coating	80	88	
		Maximum Overlapping Phases	89	98	98

N/A = Not Applicable

[a] The significance threshold is the daytime residential zone noise levels in SMMC presented in Table 4.14-3 (60 dBA Leq) or the existing ambient noise levels presented in table 4.14-1 (whichever is higher), plus 20 dBA. In this case, the existing measured ambient is higher; therefore, the threshold is the latter.

[b] Hotels are not considered sensitive noise receptors. Construction noise levels at the Huntley Hotel have been calculated and disclosed for informational purposes only.

SOURCE: ESA, 2019

The City does not consider hotel uses as noise-sensitive land uses. For informational purposes only, the maximum Project construction hourly average noise levels at The Huntley Hotel are disclosed given its location proximate to the Project Site (both the Hotel Parcel and the Second Street Parcel).

At noise-sensitive receptor locations R1 and R2, the maximum noise level of 89 dBA Leq that would occur during demolition or maximum overlapping construction activities occurring at approximately 100 feet away would be reduced to 80 dBA or lower when the multiple pieces of construction equipment for this activity would be in use at the same time at a distance of approximately 300 feet away or more. Grading/excavation noise would be reduced to 80 dBA or lower at a distance of approximately 200 feet away or more. Building construction or paving noise would be reduced to 80 dBA or lower at a distance of approximately 150 feet away or more. These distances would be reduced (i.e., closer) if fewer pieces of construction equipment for each construction activity would be in use at the same time, if quieter construction equipment or techniques are used than assumed in this analysis, and/or if equipment were used in a less noise-intensive manner.

At noise-sensitive receptor location R3, the maximum noise level of 92 dBA Leq that would occur during maximum overlapping construction activities occurring at approximately 30 feet away would be reduced to 84.5 dBA or lower when the multiple pieces of construction equipment for this activity would be in use at the same time at a distance of approximately 80 feet away or more. Grading/excavation or paving noise would be reduced to 84.5 dBA or lower at a distance of approximately 65 feet away or more. Demolition, foundation/concrete pour, or building construction noise would be reduced to 84.5 dBA or lower at a distance of approximately 50 feet away or more. These distances would be reduced (i.e., closer) if fewer pieces of construction

equipment would be in use at the same time, if quieter construction equipment or techniques are used than assumed in this analysis, and/or if equipment were used in a less noise-intensive manner.

A summary of the maximum construction noise impacts at the representative ambient noise locations is provided in **Table 4.14-10**, *Estimate of Maximum Peak Project Construction Noise Levels (L_{max}) at Representative Ambient Noise Locations.* Detailed noise calculations for construction activities are provided in Appendix K of this EIR. As shown in Table 4.14-10, Project construction maximum noise levels would not exceed the significance threshold (the measured ambient noise levels, plus 40 dBA), at any of the studied sensitive receptors.

The City does not generally consider hotel uses as noise-sensitive land uses. For informational purposes only, the maximum peak Project construction noise levels at The Huntley Hotel are disclosed given its location proximate to the Project Site (both the Hotel Parcel and the Second Street Parcel).

TABLE 4.14-10
ESTIMATE OF MAXIMUM PEAK PROJECT CONSTRUCTION NOISE LEVELS (L_{MAX}) AT REPRESENTATIVE AMBIENT NOISE LOCATIONS

Receptor (Off-Site Receptor Land Use)	Allowable Exterior Noise Level (dBA L_{eq}) [a]	Worst Case Construction Noise Level (dBA L_{eq})			
		Construction Activity	Hotel Parcel Construction	Second Street Parcel Construction	Overlapping Parcel Construction
R1 (Multi-Family)	100	Demolition	95	71	
		Grading/Excavation	91	76	
		Foundation/Concrete Pour	81	74	
		Building Construction	89	73	
		Paving	88	74	
		Architectural Coating	87	69	
		Maximum Overlapping Phases	95	77	90
R2 (Multi-Family)	100	Demolition	95	70	
		Grading/Excavation	91	74	
		Foundation/Concrete Pour	81	72	
		Building Construction	89	72	
		Paving	88	72	
		Architectural Coating	87	67	
		Maximum Overlapping Phases	92	75	90
R3 (Multi-Family)	104.5	Demolition	87	92	
		Grading/Excavation	83	96	
		Foundation/Concrete Pour	73	94	
		Building Construction	81	94	
		Paving	80	94	
		Architectural Coating	79	89	
		Maximum Overlapping Phases	87	97	97

Receptor (Off-Site Receptor Land Use)	Allowable Exterior Noise Level (dBA L_{eq}) [a]	Worst Case Construction Noise Level (dBA L_{eq})			
		Construction Activity	Hotel Parcel Construction	Second Street Parcel Construction	Overlapping Parcel Construction
R4 (Multi-Family)	108	Demolition	77	56	
		Grading/Excavation	73	60	
		Foundation/Concrete Pour	63	58	
		Building Construction	71	58	
		Paving	70	58	
		Architectural Coating	69	54	
		Maximum Overlapping Phases	77	61	72
The Huntley Hotel (for informational purposes only) [b]	N/A	Demolition	95	98	
		Grading/Excavation	91	102	
		Foundation/Concrete Pour	81	100	
		Building Construction	89	100	
		Paving	88	100	
		Architectural Coating	87	95	
		Maximum Overlapping Phases	95	103	103

N/A = Not Applicable

[a] The significance threshold is the daytime residential zone noise levels in SMMC presented in Table 4.14-3 (60 dBA Lmax) or the existing ambient noise levels presented in table 4.14-1 (whichever is higher), plus 40 dBA. In this case, the existing measured ambient is higher; therefore, the threshold is the latter.

[b] Hotels are not considered sensitive noise receptors. Construction noise levels at the Huntley Hotel have been calculated and disclosed for informational purposes only.

SOURCE: ESA, 2019

The potential health consequences of significant noise impacts associated with construction-related noise on sensitive receptors has also been considered. Noise associated with construction would be lower than the threshold of pain (120 dBA L_{max}) and hearing damage threshold (140 dBA L_{max}) for short term exposure. [26]

Construction noise levels would temporarily increase ambient noise levels at surrounding land uses including noise sensitive receptors. Although the City's Noise Ordinance exempts increases of noise during construction activities of up to 20 dBA L_{eq} and 40 dBA L_{max}, depending on the timing of the high-noise-generating activities, the potential for a substantial periodic impact is based on a perceived increase by the receptor. However, Project construction activities would generally only occur during the allowable construction hours during the daytime as designated in the SMMC, and therefore, would not occur during recognized traditional hours of sleep or on Sundays and federal holidays. Additionally, construction noise even beyond these heightened levels is permitted only between 10:00 A.M. and 3:00 P.M. on weekdays. Given the fact that

[26] Kinsler, Lawrence E., Frey, A.R., Coppens, A.B., and Sanders, J.V., 1982. *Fundamentals of Acoustics*, Third Edition. 1982.

residents of urban areas are used to such temporary and short-term fluctuations in construction noise from time to time, the City does not consider construction activities consistent with these timing limits to constitute significant environmental effects. While construction activities would generally occur during the allowable daytime hours and would not reach or exceed the human hearing threshold for pain, maximum construction noise levels, when added to the ambient noise levels, could temporarily and periodically exceed the City's allowable exterior noise levels at R1, R2, and R3, as indicated in Table 4.14-9. Therefore, the impact would be potentially significant. To reduce potential impacts related to construction noise, MM NOISE-1 is prescribed, as presented below in Section 4.14.5, Mitigation Measures.

Off-Site Construction Activity

During the Project construction period, workers would commute to the Project Site, and heavy-duty haul trucks would make daily trips to and from the Project Site. The highest level of construction activity would result in approximately 105 worker trips and 16 vendor trips to the Project Site. In addition, approximately 16 haul trucks are assumed during a peak hour of off-site construction trip activity. The access route to the Project Site is assumed to be via Wilshire Boulevard and Lincoln Boulevard to I-10 freeway. Haul trucks would not be permitted to travel along residential street segments and hauling hours are anticipated to be 9:00 A.M. to 4:00 P.M. unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e). **Table 4.14-11**, *Construction-Related Traffic Noise Increase*, presents the traffic noise level increase due to the construction traffic.

TABLE 4.14-11
CONSTRUCTION-RELATED TRAFFIC NOISE INCREASE

	Noise Levels (dBA CNEL)			
Roadway Segment	**Existing**	**Construction Trucks/Workers**	**Existing Plus Project Composite Noise Level**	**Increase over Existing (Composite minus Existing)**
Wilshire Boulevard				
between 2nd Street and 3rd Street	65.8	61.4	67.2	1.4
between 3rd Street and 4th Street	66.3	61.4	67.5	1.2
between 4th Street and 5th Street	67.0	61.4	68.1	1.1
between 5th Street and Lincoln Boulevard	67.7	61.4	68.6	0.9
between Ocean Avenue and 2nd Street	64.8	61.4	66.4	1.6
Lincoln Boulevard				
between Wilshire Boulevard and Arizona Avenue	67.4	61.4	68.4	1.0
between Arizona Avenue and Santa Monica Boulevard	68.1	61.4	68.9	0.8
between Santa Monica Boulevard and Broadway	68.8	61.4	69.5	0.7
between Broadway and Colorado Avenue	69.6	61.4	70.2	0.6

Roadway Segment	Noise Levels (dBA CNEL)			
	Existing	Construction Trucks/Workers	Existing Plus Project Composite Noise Level	Increase over Existing (Composite minus Existing)
between Colorado Avenue and I-10 Westbound Ramps/Olympic Boulevard	70.0	61.4	70.6	0.6
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	70.4	61.4	70.9	0.5

SOURCE: ESA, 2019.

As indicated in Table 4.14-11, Project construction traffic noise levels would not increase existing traffic noise levels by 5 dBA or greater at adjacent land uses. Therefore, impacts would be less than significant.

Operational Impacts

Impact Statement NOISE-1B: *Operation of the Project would increase noise levels at adjacent noise sensitive receptors due to mechanical equipment for the buildings, use of outdoor open space, and traffic. However, the noise increases would be substantially below the 5 dBA threshold. Therefore, the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of City standards during operations and impacts would be less than significant.*

On-Site Operations

Mechanical Equipment

The typical mechanical equipment installed for Project would include HVAC, fans, an emergency generator, and related equipment, which generate audible noise levels at the source. Some of the mechanical equipment, including air conditioning condensers, would be installed on the building rooftop, with other equipment contained below-grade within the subterranean floor area. In accordance with Section 9.21.140 of the SMMC, all exterior mechanical equipment would be screened. Furthermore, as established in Section 4.12.130 of the SMMC, exterior equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustic louvers, or sound screens/parapet walls to comply with the noise limitation requirements as established in Section 4.12.060 of the SMMC.

As described in SMMC Section 4.12.060, the daytime and nighttime exterior noise level limit is 60 dBA and 50 dBA, respectively, at the source, which would further attenuate by distance and with any intervening structure to the nearest receptor. Therefore, for the worst-case noise scenario, it is assumed that the stationary mechanical equipment noise would be up to 60 dBA L_{eq} at the nearest (adjacent) noise sensitive receptors. **Table 4.14-12**, *Project Noise Increase Due to Stationary Mechanical Equipment*, estimates the increase of daytime noise levels at representative ambient noise locations from stationary mechanical equipment that would generate up to 60 dBA L_{eq} worst-case.

TABLE 4.14-12
PROJECT NOISE INCREASE DUE TO STATIONARY MECHANICAL EQUIPMENT

Representative Ambient Noise Locations [a]	Existing Daytime Noise Levels (dBA L_{eq})[b]	Stationary Noise Source Daytime Noise Limit (dBA L_{eq})	Existing + Project Stationary Noise Limit (dBA L_{eq})[c]	Increase Over Existing (dBA)[d]
R1 (Multi-Family)	57.5	60	61.9	+4.4
R2 (Multi-Family)	60.3	60	63.2	+2.9
R3 (Multi-Family)	64.5	60	65.8	+1.3
R4 (Multi-Family)	68.0	60	68.6	+0.6

a See Figure 4.14-2 for locations.
b Existing daytime noise levels from Table 4.14-1.
c Logarithmic summation of existing daytime noise levels and Project Stationary Noise Source (Daytime Noise Limit).
d Increase = (Existing Daytime Noise level + Project Stationary Noise Limit) – Existing Noise Level.
SOURCE: ESA, 2019.

As shown in Table 4.14-12, the daytime operation of the Project's exterior stationary mechanical equipment would not increase existing daytime noise levels by greater than 5 dBA at the representative ambient noise locations. Therefore, impacts would be less than significant.

Open Space

The Project includes new outdoor open space areas on the Hotel Parcel, some of which would generate noise from human conversation, amplified music, and special events. The outdoor space that would be located nearest to a sensitive receptor and not shielded by Project buildings is the residential pool deck on the 8th floor of the Ocean Building at a height of approximately 91 feet. Noise from human conversation is approximately 55 dBA for females, 58 dBA for males, and 58 dBA for children at a distance of 3 feet.[27] Based on a maximum conservatively estimated capacity of 100 people using the residential pool deck at one time (consisting of adults and children)[28] and that half of the users would be talking simultaneously, the continuous noise level would be up to approximately 74.5 dBA at 3 feet. The pool deck is located at a distance of approximately 150 feet from The Huntley Hotel. At a distance of 150 feet, the noise level would attenuate to approximately 40.5 dBA, which is less than the existing noise levels and would not result in an increase in ambient noise levels. Therefore, noise impacts associated with the use of the residential pool deck would be less than significant. All other proposed spaces would be screened from view from other noise-sensitive land uses and would not result in significant increases in ambient noise. Therefore, impacts related to activities occurring within proposed open spaces would be less than significant.

27 American Journal of Audiology Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012)

28 Maximum estimated capacity based on 1 pool user per 20 square feet of pool water surface area, per the 2019 California Building Code, Title 24, Part 2, Volume 2, Chapter 31B (Public Pools) and a conservatively estimated pool water surface area of 100 feet x 20 feet = 2,000 square feet based on the Project conceptual site plans.

Loading Dock

Truck movements/idling and loading/unloading associated with hotel operation would generate noise levels within the designated loading/unloading area. While the truck loading dock would be located~~in the same location~~ on 2nd Street north of the location ~~as~~ under existing conditions, the Project would alter the design of the loading dock area. Under the Project, truck loading dock operations would occur on-site in a newly designed loading space on 2nd Street so that trucks no longer extend into the sidewalks and streets when making deliveries as is currently the case. Loading activities would continue to occur along 2nd Street and would occur similar to existing conditions. Since the Project would result in truck loading dock operations that would be fully contained on the Project Site and eliminate the extension into the sidewalks and streets when making deliveries, noise levels from truck loading dock operations would be reduced compared to existing conditions. Furthermore, implementation of the Project is not expected to meaningfully change the number of trucks accessing the Project Site at any one time compared to what occurs under existing conditions. Therefore, impacts related to loading activity would be less than significant.

Off-Site Operations (Traffic)

The Project would generate vehicle trips on the roadway network which would contribute to off-site ambient noise levels. Project traffic noise impacts on area roadway were assessed for the Approval Year (2020) and the Future Year (2025). Future Year 2025 represents the buildout year of the Project when Project traffic volumes, and potential traffic noise impacts, would be greatest.

Project Traffic – Approval Year

Table 4.14-13, *Approval Year Project Operational Noise Increase Due to Traffic*, compares the Approval Year (2020) traffic noise levels with the Future Year (2025) noise levels with the Project at full buildout, and identifies the increase in traffic noise levels at the closest noise sensitive receptors along each roadway segment. Traffic volumes are included in the TIA (Appendix L) and traffic noise calculations are included in Appendix K of this EIR.

As indicated in Table 4.14-13, none of the Project roadway segments would experience an increase of noise levels greater than 3 dBA for areas categorized as “normally incompatible” or clearly incompatible” in Table 4.14-5 (e.g., residential is 70-75 dBA CNEL or 75-80 dBA CNEL), or 5 dBA for areas categorized as “clearly compatible” or “compatible with mitigation” in Table 4.14-5 (e.g., residential is less than 60 dBA CNEL or 60 -70 dBA CNEL). Therefore, impacts would be less than significant.

Project Traffic – Future

Table 4.14-14, *Future Project Operational Noise Increase Due to Traffic*, compares the future (2025) baseline traffic noise levels with the future (2025) traffic noise levels with the Project, and identifies the future (2025) traffic noise level increase due to the Project at the closest noise sensitive receptors along each roadway segment. Traffic volumes are included in the TIA (Appendix L) and traffic noise calculations are included in Appendix K of this EIR.

TABLE 4.14-13
APPROVAL YEAR PROJECT OPERATIONAL NOISE INCREASE DUE TO TRAFFIC

	Weekday				Weekend			
	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
2nd Street								
between Arizona Avenue and Santa Monica Boulevard	66.3	66.3	0.0	No	64.5	64.5	0.0	No
between Broadway and Colorado Avenue	65.9	65.9	0.0	No	65.7	65.7	0.0	No
between California Avenue and Wilshire Boulevard	60.5	61.1	0.6	No	61.9	63.3	1.5	No
between Santa Monica Boulevard and Broadway	63.0	63.1	0.0	No	64.8	64.9	0.0	No
between Washington Avenue and California Avenue	58.7	58.7	0.0	No	59.0	59.0	0.0	No
between Wilshire Boulevard and Arizona Avenue	62.2	62.3	0.0	No	62.5	62.6	0.0	No
n/o Washington Avenue	62.2	62.2	0.0	No	58.0	58.0	0.0	No
3rd Street								
between California Avenue and Wilshire Boulevard	57.7	57.7	0.0	No	57.9	57.9	0.0	No
n/o California Avenue	57.9	57.9	0.0	No	56.3	56.3	0.0	No
4th Street								
between Arizona Avenue and Santa Monica Boulevard	62.8	62.9	0.1	No	64.4	64.5	0.1	No
between Broadway and Colorado Avenue	65.4	65.4	0.0	No	66.7	66.7	0.0	No
between California Avenue and Wilshire Boulevard	64.2	64.2	0.0	No	63.5	63.5	0.0	No
between Colorado Avenue and I-10 Westbound Off-Ramp	68.0	68.0	0.0	No	67.6	67.6	0.0	No
between I-10 Westbound Off-Ramp and I-10 Eastbound On-Ramp	69.1	69.1	0.0	No	68.4	68.4	0.0	No
between Montana Avenue and Washington Avenue	62.6	62.6	0.0	No	61.7	61.8	0.0	No
between Santa Monica Boulevard and Broadway	65.2	65.2	0.1	No	65.5	65.5	0.1	No
between Washington Avenue and California Avenue	62.8	62.8	0.0	No	60.7	60.7	0.0	No
between Wilshire Boulevard and Arizona Avenue	64.2	64.2	0.1	No	62.5	62.5	0.1	No
n/o Montana Avenue	63.0	63.1	0.0	No	60.2	60.2	0.0	No

	Weekday				Weekend			
	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
s/o I-10 Eastbound On-Ramp	68.4	68.4	0.0	No	67.3	67.3	0.0	No
5th Street								
between Arizona Avenue and Santa Monica Boulevard	64.5	64.6	0.1	No	64.7	64.8	0.1	No
between Broadway and Colorado Avenue	65.7	65.7	0.1	No	65.9	66.0	0.1	No
between California Avenue and Wilshire Boulevard	63.1	63.1	0.1	No	60.1	60.2	0.2	No
between Santa Monica Boulevard and Broadway	65.3	65.3	0.1	No	65.9	66.0	0.1	No
between Wilshire Boulevard and Arizona Avenue	63.8	63.9	0.1	No	63.7	63.9	0.2	No
n/o California Avenue	60.6	60.6	0.0	No	58.2	58.2	0.0	No
s/o Colorado Avenue	64.5	64.5	0.1	No	64.4	64.5	0.1	No
6th Street								
n/o California Avenue	60.5	60.5	0.0	No	58.1	58.1	0.0	No
s/o California Avenue	61.3	61.3	0.0	No	60.6	60.6	0.0	No
7th Street								
between Montana Avenue and California Avenue	62.7	62.7	0.0	No	61.3	61.3	0.0	No
n/o Montana Avenue	64.2	64.2	0.0	No	62.4	62.4	0.0	No
s/o California Avenue	64.7	64.7	0.0	No	63.1	63.1	0.0	No
Arizona Avenue								
between 2nd Street and 4th Street	63.1	63.1	0.0	No	62.8	62.8	0.0	No
between 4th Street and 5th Street	64.9	64.9	0.0	No	63.8	63.8	0.0	No
between 5th Street and Lincoln Boulevard	64.7	64.7	0.0	No	64.7	64.7	0.0	No
between Ocean Avenue and 2nd Street	63.4	63.4	0.0	No	62.6	62.6	0.0	No

	Weekday				Weekend			
	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Broadway								
between 2nd Street and 4th Street	66.9	66.9	0.0	No	66.3	66.3	0.0	No
between 4th Street and 5th Street	67.4	67.4	0.0	No	66.0	66.0	0.0	No
between 5th Street and Lincoln Boulevard	63.6	63.6	0.0	No	65.9	65.9	0.0	No
between Ocean Avenue and 2nd Street	62.0	62.0	0.0	No	64.2	64.2	0.0	No
California Avenue								
between 2nd Street and 3rd Street	64.1	64.3	0.2	No	63.1	63.4	0.3	No
between 3rd Street and 4th Street	60.9	61.1	0.2	No	63.2	63.5	0.3	No
between 4th Street and 5th Street	61.1	61.2	0.1	No	62.8	63.1	0.3	No
between 5th Street and 6th Street	60.3	60.4	0.1	No	62.1	62.2	0.2	No
between 6th Street and 7th Street	60.7	60.8	0.1	No	62.3	62.4	0.1	No
between 7th Street and Lincoln Boulevard	61.5	61.6	0.1	No	62.9	63.0	0.1	No
between Ocean Avenue and 2nd Street	64.4	64.5	0.1	No	63.2	63.2	0.0	No
California Incline								
between Palisades Beach Road and Ocean Avenue	66.5	66.5	0.0	No	65.6	65.6	0.0	No
Colorado Avenue								
between 2nd Street/Main Street and 4th Street	63.7	63.7	0.0	No	63.0	63.0	0.0	No
between 4th Street and 5th Street	61.3	61.3	0.0	No	61.7	61.7	0.0	No
between 5th Street and Lincoln Boulevard	63.0	63.0	0.0	No	63.1	63.1	0.0	No
between Ocean Avenue and 2nd Street/Main Street	62.0	62.0	0.0	No	62.0	62.0	0.0	No
I-10 Eastbound On-Ramp								
between 4th Street and Lincoln Boulevard	68.4	68.4	0.0	No	67.4	67.4	0.0	No

	Weekday				Weekend			
	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?
Roadway Segment	**Traffic Noise Levels (dBA CNEL)**				**Traffic Noise Levels (dBA CNEL)**			
Lincoln Boulevard								
between Arizona Avenue and Santa Monica Boulevard	69.8	69.8	0.0	No	68.3	68.4	0.0	No
between Broadway and Colorado Avenue	71.3	71.3	0.0	No	69.7	69.7	0.0	No
between California Avenue and Wilshire Boulevard	66.9	67.0	0.0	No	65.0	65.1	0.1	No
between Colorado Avenue and I-10 Westbound Ramps/Olympic Boulevard	71.5	71.5	0.0	No	70.2	70.3	0.0	No
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	68.9	69.0	0.0	No	70.7	70.7	0.0	No
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	72.1	72.1	0.0	No	70.7	70.7	0.0	No
between Montana Avenue and California Avenue	64.7	64.7	0.0	No	63.4	63.4	0.0	No
between Santa Monica Boulevard and Broadway	70.5	70.5	0.0	No	68.9	69.0	0.0	No
between Wilshire Boulevard and Arizona Avenue	69.1	69.1	0.0	No	67.4	67.4	0.0	No
e/o Arizona Avenue	64.7	64.7	0.0	No	62.9	62.9	0.0	No
e/o Broadway	67.0	67.1	0.0	No	65.1	65.1	0.0	No
e/o California Avenue	63.3	63.3	0.0	No	61.4	61.4	0.0	No
e/o Colorado Avenue	63.1	63.1	0.0	No	62.3	62.3	0.0	No
e/o I-10 Eastbound On-Ramp	70.5	70.5	0.0	No	67.9	67.9	0.0	No
e/o I-10 Westbound Ramps/Olympic Boulevard	68.1	68.1	0.0	No	68.8	68.8	0.0	No
e/o Montana Avenue	66.0	66.0	0.0	No	65.6	65.6	0.0	No
e/o Santa Monica Boulevard	67.0	67.0	0.0	No	67.2	67.2	0.0	No
e/o Wilshire Boulevard	68.3	68.3	0.0	No	69.1	69.1	0.0	No
n/o Montana Avenue	63.5	63.5	0.0	No	60.3	60.3	0.0	No
s/o I-10 Eastbound On-Ramp	70.5	70.5	0.0	No	70.9	70.9	0.0	No

	Weekday				Weekend			
	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Main Street								
n/o Olympic Drive	64.0	64.0	0.0	No	65.4	65.4	0.0	No
s/o Olympic Drive	63.8	63.8	0.0	No	64.5	64.5	0.0	No
Montana Avenue								
between 4th Street and 7th Street	68.0	68.0	0.0	No	64.2	64.2	0.0	No
between 7th Street and Lincoln Boulevard	66.0	66.0	0.0	No	65.8	65.8	0.0	No
between Ocean Avenue and 4th Street	61.2	61.2	0.0	No	62.6	62.6	0.0	No
Ocean Avenue								
between Arizona Avenue and Santa Monica Boulevard	66.4	66.4	0.0	No	67.5	67.5	0.0	No
between Broadway and Colorado Avenue	67.0	67.0	0.0	No	68.7	68.7	0.0	No
between California Avenue and Wilshire Boulevard	66.3	66.3	0.0	No	67.6	67.5	-0.1	No
between Colorado Avenue and Moomat Ahiko Way	67.1	67.1	0.0	No	68.6	68.6	0.0	No
between Montana Avenue and California Avenue	64.7	64.7	-0.1	No	66.5	66.4	-0.1	No
between Moomat Ahiko Way and Olympic Drive	68.5	68.5	0.0	No	69.7	69.7	0.0	No
between Olympic Drive and Pico Boulevard	68.2	68.2	0.0	No	68.8	68.9	0.0	No
between Santa Monica Boulevard and Broadway	66.7	66.7	0.0	No	67.8	67.9	0.0	No
between Wilshire Boulevard and Arizona Avenue	66.1	66.2	0.0	No	67.7	67.7	0.0	No
e/o Pico Boulevard	64.7	64.7	0.0	No	67.3	67.3	0.0	No
n/o Montana Avenue	64.1	64.1	0.0	No	66.2	66.2	0.0	No
Olympic Drive								
between Main Street and 4th Street	64.6	64.6	0.0	No	65.5	65.5	0.0	No
between Ocean Avenue and Main Street	61.3	61.3	0.0	No	64.1	64.1	0.0	No

	Weekday				Weekend			
	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?	Approval Year (2020)	Approval Year (2020) with Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Pacific Coast Highway (SR-1)								
between Chautauqua Boulevard/Channel Road and Entrada Drive	72.3	72.3	0.0	No	74.3	74.3	0.0	No
between Entrada Drive and California Incline	72.6	72.6	0.0	No	74.4	74.4	0.0	No
Palisades Beach Road								
between California Incline and Colorado Avenue	70.9	71.0	0.0	No	73.1	73.1	0.0	No
Santa Monica Boulevard								
between 2nd Street and 4th Street	63.5	63.5	0.0	No	65.5	65.5	0.0	No
between 4th Street and 5th Street	63.8	63.8	0.0	No	65.7	65.7	0.0	No
between 5th Street and Lincoln Boulevard	64.5	64.5	0.0	No	66.3	66.4	0.0	No
between Ocean Avenue and 2nd Street	62.3	62.3	0.0	No	64.1	64.1	0.0	No
Washington Avenue								
between 2nd Street and 4th Street	58.7	58.8	0.0	No	60.0	60.0	0.0	No
Wilshire Boulevard								
between 2nd Street and 3rd Street	64.3	64.5	0.2	No	66.7	66.8	0.1	No
between 3rd Street and 4th Street	64.8	65.0	0.1	No	67.3	67.4	0.1	No
between 4th Street and 5th Street	65.5	65.6	0.1	No	68.1	68.1	0.1	No
between 5th Street and Lincoln Boulevard	66.3	66.3	0.0	No	68.9	69.0	0.0	No
between Ocean Avenue and 2nd Street	63.4	63.1	-0.3	No	65.7	65.0	-0.7	No

SOURCE: ESA 2019

TABLE 4.14-14
FUTURE PROJECT OPERATIONAL NOISE INCREASE DUE TO TRAFFIC

	Weekday				Weekend			
	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
2nd Street								
between Arizona Avenue and Santa Monica Boulevard	65.1	65.1	0.0	No	65.3	65.3	0.0	No
between Broadway and Colorado Avenue	68.0	68.0	0.0	No	66.8	66.8	0.0	No
between California Avenue and Wilshire Boulevard	60.3	60.9	0.7	No	62.2	63.5	1.4	No
between Santa Monica Boulevard and Broadway	63.4	63.5	0.0	No	64.6	64.6	0.0	No
between Washington Avenue and California Avenue	57.9	57.8	0.0	No	57.5	57.5	0.0	No
between Wilshire Boulevard and Arizona Avenue	62.4	62.5	0.0	No	63.6	63.6	0.0	No
n/o Washington Avenue	61.7	61.7	0.0	No	56.3	56.3	0.0	No
3rd Street								
between California Avenue and Wilshire Boulevard	57.9	57.9	0.0	No	58.4	58.4	0.0	No
n/o California Avenue	56.8	56.8	0.0	No	57.1	57.1	0.0	No
4th Street								
between Arizona Avenue and Santa Monica Boulevard	64.9	65.0	0.0	No	66.6	66.7	0.0	No
between Broadway and Colorado Avenue	66.3	66.3	0.0	No	66.8	66.8	0.0	No
between California Avenue and Wilshire Boulevard	64.8	64.8	0.0	No	64.5	64.5	0.0	No
between Colorado Avenue and I-10 Westbound Off-Ramp	68.0	68.0	0.0	No	67.9	67.9	0.0	No
between I-10 Westbound Off-Ramp and I-10 Eastbound On-Ramp	69.3	69.3	0.0	No	68.4	68.5	0.0	No
between Montana Avenue and Washington Avenue	63.0	63.0	0.0	No	61.3	61.3	0.0	No
between Santa Monica Boulevard and Broadway	66.9	67.0	0.0	No	66.4	66.5	0.0	No
between Washington Avenue and California Avenue	63.6	63.6	0.0	No	61.7	61.7	0.0	No
between Wilshire Boulevard and Arizona Avenue	65.3	65.4	0.0	No	63.8	63.8	0.1	No
n/o Montana Avenue	63.1	63.1	0.0	No	61.2	61.2	0.0	No
s/o I-10 Eastbound On-Ramp	68.7	68.7	0.0	No	67.9	67.9	0.0	No

	Weekday				Weekend			
	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
5th Street								
between Arizona Avenue and Santa Monica Boulevard	64.4	64.5	0.1	No	65.0	65.1	0.1	No
between Broadway and Colorado Avenue	64.8	64.9	0.1	No	65.8	65.9	0.1	No
between California Avenue and Wilshire Boulevard	62.1	62.1	0.1	No	60.1	60.2	0.2	No
between Santa Monica Boulevard and Broadway	65.0	65.1	0.1	No	65.3	65.4	0.1	No
between Wilshire Boulevard and Arizona Avenue	64.7	64.8	0.1	No	64.2	64.3	0.2	No
n/o California Avenue	60.9	60.9	0.0	No	58.2	58.2	0.0	No
s/o Colorado Avenue	64.2	64.3	0.1	No	65.5	65.6	0.1	No
6th Street								
n/o California Avenue	60.3	60.3	0.0	No	58.1	58.1	0.0	No
s/o California Avenue	60.7	60.7	0.0	No	59.6	59.6	0.0	No
7th Street								
between Montana Avenue and California Avenue	63.0	63.0	0.0	No	61.1	61.1	0.0	No
n/o Montana Avenue	64.2	64.2	0.0	No	62.5	62.5	0.0	No
s/o California Avenue	64.7	64.7	0.0	No	62.8	62.8	0.0	No
Arizona Avenue								
between 2nd Street and 4th Street	63.9	63.9	0.0	No	64.5	64.5	0.0	No
between 4th Street and 5th Street	65.8	65.8	0.0	No	64.4	64.4	0.0	No
between 5th Street and Lincoln Boulevard	65.9	65.9	0.0	No	65.7	65.7	0.0	No
between Ocean Avenue and 2nd Street	63.0	63.0	0.0	No	63.5	63.5	0.0	No
Broadway								
between 2nd Street and 4th Street	67.2	67.2	0.0	No	66.5	66.5	0.0	No
between 4th Street and 5th Street	67.8	67.8	0.0	No	66.4	66.4	0.0	No
between 5th Street and Lincoln Boulevard	63.9	63.9	0.0	No	65.8	65.8	0.0	No
between Ocean Avenue and 2nd Street	63.2	63.2	0.0	No	64.1	64.0	0.0	No

	Weekday				Weekend			
	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
California Avenue								
between 2nd Street and 3rd Street	63.2	63.4	0.2	No	60.7	61.2	0.5	No
between 3rd Street and 4th Street	60.3	60.5	0.2	No	63.9	64.2	0.3	No
between 4th Street and 5th Street	60.4	60.6	0.2	No	62.2	62.5	0.3	No
between 5th Street and 6th Street	60.3	60.4	0.1	No	59.1	59.4	0.3	No
between 6th Street and 7th Street	59.6	59.7	0.1	No	60.0	60.2	0.2	No
between 7th Street and Lincoln Boulevard	61.1	61.2	0.1	No	61.6	61.8	0.2	No
between Ocean Avenue and 2nd Street	63.9	64.1	0.1	No	61.7	61.7	-0.1	No
California Incline								
between Palisades Beach Road and Ocean Avenue	66.8	66.8	0.0	No	66.1	66.1	0.0	No
Colorado Avenue								
between 2nd Street/Main Street and 4th Street	64.2	64.2	0.0	No	62.8	62.8	0.0	No
between 4th Street and 5th Street	61.1	61.1	0.0	No	61.6	61.6	0.0	No
between 5th Street and Lincoln Boulevard	64.2	64.2	0.0	No	65.1	65.1	0.0	No
between Ocean Avenue and 2nd Street/Main Street	63.1	63.1	0.0	No	62.5	62.5	0.0	No
I-10 Eastbound On-Ramp								
between 4th Street and Lincoln Boulevard	68.7	68.7	0.0	No	67.7	67.7	0.0	No
Lincoln Boulevard								
between Arizona Avenue and Santa Monica Boulevard	69.8	69.8	0.0	No	68.5	68.5	0.0	No
between Broadway and Colorado Avenue	71.2	71.2	0.0	No	69.5	69.6	0.0	No
between California Avenue and Wilshire Boulevard	67.0	67.0	0.0	No	66.0	66.0	0.1	No
between Colorado Avenue and I-10 Westbound Ramps/Olympic Boulevard	71.7	71.7	0.0	No	70.4	70.4	0.0	No
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	68.8	68.9	0.0	No	71.0	71.0	0.0	No

	Weekday				Weekend			
	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	72.0	72.0	0.0	No	71.0	71.0	0.0	No
between Montana Avenue and California Avenue	64.6	64.6	0.0	No	63.3	63.3	0.0	No
between Santa Monica Boulevard and Broadway	70.4	70.5	0.0	No	68.9	68.9	0.0	No
between Wilshire Boulevard and Arizona Avenue	69.0	69.0	0.0	No	67.1	67.1	0.0	No
e/o Arizona Avenue	64.8	64.8	0.0	No	63.7	63.7	0.0	No
e/o Broadway	67.2	67.2	0.0	No	64.0	64.0	0.0	No
e/o California Avenue	63.8	63.8	0.0	No	62.1	62.1	0.0	No
e/o Colorado Avenue	63.5	63.5	0.0	No	65.1	65.1	0.0	No
e/o I-10 Eastbound On-Ramp	70.2	70.2	0.0	No	67.9	67.9	0.0	No
e/o I-10 Westbound Ramps/Olympic Boulevard	68.5	68.4	0.0	No	69.3	69.2	0.0	No
e/o Montana Avenue	66.2	66.2	0.0	No	65.7	65.7	0.0	No
e/o Santa Monica Boulevard	67.4	67.4	0.0	No	67.8	67.9	0.0	No
e/o Wilshire Boulevard	68.6	68.6	0.0	No	69.0	69.0	0.0	No
n/o Montana Avenue	63.1	63.1	0.0	No	61.5	61.5	0.0	No
s/o I-10 Eastbound On-Ramp	70.1	70.2	0.0	No	71.1	71.1	0.0	No
Main Street								
n/o Olympic Drive	65.2	65.2	0.0	No	64.3	64.4	0.0	No
s/o Olympic Drive	64.6	64.6	0.0	No	65.7	65.7	0.0	No
Montana Avenue								
between 4th Street and 7th Street	67.6	67.6	0.0	No	64.5	64.5	0.0	No
between 7th Street and Lincoln Boulevard	66.0	66.0	0.0	No	65.7	65.7	0.0	No
between Ocean Avenue and 4th Street	60.6	60.6	0.0	No	61.7	61.8	0.0	No

	Weekday				Weekend			
	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Ocean Avenue								
between Arizona Avenue and Santa Monica Boulevard	66.6	66.6	0.0	No	68.2	68.2	0.0	No
between Broadway and Colorado Avenue	67.2	67.2	0.0	No	69.6	69.6	0.0	No
between California Avenue and Wilshire Boulevard	66.3	66.2	0.0	No	68.1	68.0	-0.1	No
between Colorado Avenue and Moomat Ahiko Way	67.2	67.2	0.0	No	69.6	69.6	0.0	No
between Montana Avenue and California Avenue	64.7	64.7	-0.1	No	67.3	67.2	-0.1	No
between Moomat Ahiko Way and Olympic Drive	68.6	68.7	0.0	No	70.2	70.2	0.0	No
between Olympic Drive and Pico Boulevard	68.1	68.1	0.0	No	69.3	69.3	0.0	No
between Santa Monica Boulevard and Broadway	67.0	67.1	0.0	No	68.9	68.9	0.0	No
between Wilshire Boulevard and Arizona Avenue	66.5	66.5	0.0	No	68.3	68.3	0.0	No
e/o Pico Boulevard	64.7	64.7	0.0	No	67.7	67.7	0.0	No
n/o Montana Avenue	64.6	64.6	0.0	No	66.1	66.1	0.0	No
Olympic Drive								
between Main Street and 4th Street	64.8	64.8	0.0	No	65.7	65.7	0.0	No
between Ocean Avenue and Main Street	62.3	62.3	0.0	No	64.5	64.5	0.0	No
Pacific Coast Highway (SR-1)								
between Chautauqua Boulevard/Channel Road and Entrada Drive	72.5	72.5	0.0	No	74.6	74.6	0.0	No
between Entrada Drive and California Incline	72.7	72.7	0.0	No	74.8	74.8	0.0	No
Palisades Beach Road								
between California Incline and Colorado Avenue	71.1	71.1	0.0	No	73.7	73.7	0.0	No
Santa Monica Boulevard								
between 2nd Street and 4th Street	64.0	64.0	0.0	No	66.3	66.3	0.0	No
between 4th Street and 5th Street	64.3	64.3	0.0	No	66.6	66.6	0.0	No
between 5th Street and Lincoln Boulevard	64.8	64.8	0.0	No	66.2	66.2	0.0	No
between Ocean Avenue and 2nd Street	62.0	62.0	0.0	No	64.5	64.5	0.0	No

	Weekday				Weekend			
	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?	Future Year (2025)	Future Year (2025) With Project	Increase	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Washington Avenue								
between 2nd Street and 4th Street	57.5	57.5	0.0	No	58.8	58.9	0.0	No
Wilshire Boulevard								
between 2nd Street and 3rd Street	64.6	64.7	0.1	No	66.9	67.0	0.1	No
between 3rd Street and 4th Street	65.6	65.7	0.1	No	67.3	67.4	0.1	No
between 4th Street and 5th Street	66.4	66.5	0.1	No	68.7	68.7	0.1	No
between 5th Street and Lincoln Boulevard	66.8	66.8	0.0	No	69.0	69.0	0.0	No
between Ocean Avenue and 2nd Street	64.3	64.0	-0.3	No	65.9	65.2	-0.7	No

SOURCE: ESA 2019

As indicated in Table 4.14-14, the highest traffic noise level increase on area roadways would be 0.7 dBA on weekdays and 1.4 dBA on weekends; therefore, Project traffic noise on roadway segments would not increase noise levels greater than 3 dBA for areas categorized as "normally incompatible" or "clearly incompatible" or 5 dBA for areas categorized as "clearly compatible" or "compatible with mitigation". Therefore, impacts would be less than significant.

Composite Noise Level Impacts from Project Operations

Noise sources associated with the Project Site would include vehicle traffic on nearby roadways, on-site mechanical equipment, parking-related noise, rooftop pools, decks, and open spaces. The combined noise from the Project's operational noise sources (i.e., composite noise level) would conservatively ascertain the potential maximum Project-related noise level increase that may occur at the noise sensitive receptor locations included in this analysis. However, because traffic noise levels would be the dominant noise source from Project operations, and the other sources would not generate noise at levels that would change the composite noise levels, the traffic noise levels represent the worst-case Project operational noise levels. As reflected in the analysis of traffic noise, impacts would therefore be less than significant.

NOISE-2: Would the project generate excessive groundborne vibration or groundborne noise levels?

Impact Statement NOISE-2A: *Construction activities from the Project could result in excessive vibration levels, potentially resulting in structural damage. With the implementation of MM NOISE-2, impacts due to potential structural damage would be reduced to less than significant. However, because consent of off-site property owners, who may not agree, would be required to implement the vibration mitigation for potential structural damage to the off-site structures, it is conservatively concluded that vibration impacts would be significant and unavoidable. With respect to human annoyance, construction activities adjacent to or near inhabited structures would not result in excessive vibration levels and impacts would be less than significant impact.*

Construction Impacts

Receivers that can be adversely affected by groundborne vibration include structures and people.[29]

Structures

During construction, groundborne vibration would be generated from the use of heavy construction equipment at the Project Site, which could potentially expose existing sensitive land uses surrounding the Project Site to excessive vibration. The duration and amplitude of vibration generated by construction equipment varies widely depending on the type of equipment and the purpose for which it is being used. The vibration levels of general construction equipment that would operate during Project construction are identified in **Table 4.14-15**, *Vibration Source Levels for Construction Equipment*, and range from 0.011 to 0.210 in/sec PPV at 25 feet from the

[29] Section 4.3, Biological Resources, for the impact of vibration on the Moreton Bay Fig Tree.

source of activity (impact activities, such as pile driving, are assumed to not be used for this Project). Therefore, vibration velocities could reach as high as approximately 0.210 in/sec PPV at 25 feet from the source (i.e., from a plate compactor), depending on the type of construction equipment in use.

TABLE 4.14-15
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate PPV (in/sec) at 25 feet
Vibratory Roller (plate compactor)	0.210
Caisson Drill (drill rig, trencher), Large Bulldozer (excavator)	0.089
Loaded Trucks, Wheel Loader	0.076
Forklift	0.047
Jackhammer	0.035
Earth Mover	0.011

SOURCE: Caltrans, 2013.

Construction activities associated with the Project Site would have the potential to impact the surrounding off-site structures, which include off-site residential, commercial (the historic Regency Moderne Medical Office), and hotel uses (The Huntley Hotel) as well as the on-site historic Palisades Building. A City-designated landmark, Moreton Bay Fig Tree, located adjacent to and in proximity to the Project construction area could be potentially damaged structurally by vibration. See Section 4.3, *Biological Resources*, of this EIR for a discussion of vibration effects on the Moreton Bay Fig Tree.

The adjacent off-site Huntley Hotel is considered a "modern industrial/commercial building," which has a structure damage criteria of 0.5 in/sec PPV for frequent/intermittent vibration sources. The adjacent off-site residential uses are considered "new residential structures," which has a structure damage criteria of 0.5 in/sec PPV for frequent/intermittent vibration sources. However, in an effort to provide a conservative analysis, a structure damage criteria of 0.3 in/sec PPV is used for the off-site adjacent hotel (The Huntley Hotel) and residential structures. According to the Caltrans vibration structural damage criteria in Table 4.14-3, the vibration structural damage impact criteria for historic structures is 0.25 in/sec PPV, which is used in this analysis for the historic Regency Moderne Medical Office located at 1137 2nd Street and the on-site historic Palisades Building. **Table 4.14-16**, *Minimum Distances To Not Exceed Structure Damage Vibration Criteria*, shows the minimum distances at which the Project construction equipment could operate from a building to not exceed the Caltrans 0.3 in/sec PPV structural damage criteria for the off-site adjacent hotel and residential structures and 0.25 in/sec PPV structural damage criteria for historic structures.

TABLE 4.14-16
MINIMUM DISTANCES TO NOT EXCEED STRUCTURE DAMAGE VIBRATION CRITERIA

Equipment	Construction Phase	Distance (feet) to 0.25 in/sec PPV	Distance (feet) to 0.3. in/sec PPV
Vibratory Roller (plate compactor)	Grading/Excavation	23	20
Caisson Drill (drill rig, trencher), Large Bulldozer, Excavator (tractor)	Demolition, Grading/Excavation, Foundation/ Concrete (Hotel Site Only)	13	12
Loaded Trucks, Wheel Loader	Demolition (Hotel Site Only), Grading/Excavation, Foundation/ Concrete (Hotel Site Only)	12	11
Forklift	Demolition (Hotel Site Only), Grading/Excavation, Foundation/ Concrete, Building Construction, Paving, Architectural Coating	9	8
Jackhammer	Demolition (Hotel Site Only)	7	6
Earthmover (Grader)	Demolition (Hotel Site Only), Grading/Excavation (Hotel Site Only), Foundation/ Concrete (Hotel Site Only)	4	3

SOURCE: Caltrans, 2013; ESA, 2019.

As indicated in Table 4.14-16, when specific equipment is operating closer to buildings than the respective distances shown, vibration levels would exceed the Caltrans structural damage criteria of 0.25 in/sec PPV and 0.30 in/sec PPV. For example, as shown in Table 4.14-16, the plate compactor (assuming the same vibration velocity as a vibratory roller) generates the highest level of vibration from the Project equipment list, exceeding the Caltrans structural damage criteria of 0.25 in/sec PPV when in operation less than 23 feet from a historic structure (i.e., the on-site Palisades Building and the off-site Regency Moderne Medical Office) and the structural damage criteria of 0.30 in/sec PPV when in operation less than 20 feet from a "newer residential structure". The on-site Palisades Building (a historic structure) is located adjacent to proposed construction activities, the off-site Regency Moderne Medical Office (a historic structure) is located approximately 15 feet from the Second Street Parcel, and The Huntley Hotel (a modern industrial/commercial buildings) is located approximately 15 feet from the Second Street Parcel. The multi-family residential building along 2nd Court (location R3) is approximately 30 feet from the Second Street Parcel and would be sufficiently far away such that Project construction vibration levels would not exceed the 0.3 in/sec PPV structural damage criteria. Project construction could result in the operation of vibratory equipment at distances that would result in vibration velocities potentially exceeding the criteria of 0.25 in/sec PPV at the on-site Palisades Building and Regency Moderne Medical Office and the criteria of 0.3 in/sec PPV at The Huntley Hotel, thus resulting in a potentially significant impact. To reduce potential structural damage vibration impacts from vibratory equipment to be used during specific construction phases as detailed in Table 4.14-16, MM NOISE-2 is prescribed, as presented below in Section 4.14.5, Mitigation Measures.

Human Annoyance

Section 4.12.070 of the SMMC exempts vibration caused by construction activity from the requirements of Section 4.12.070, i.e., the vibration threshold for human perception of more than 0.05 in/sec RMS velocity established in Section 4.12.070. Furthermore, construction activity

work hours would generally occur during non-sensitive times of the day in accordance with SMMC Section 4.12.110(a)(3), Section 4.12.110(a)(4), SMMC Section 4.12.110(e). Therefore, human annoyance vibration impacts during Project construction would be less than significant.

Operational Impacts

Impact Statement NOISE-2B: *Operational activities would not result in excessive vibration levels to structures or human annoyance, therefore these impacts would be less than significant.*

The Project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels that would not cause structural damage to the on- or off-site buildings, human annoyance. According to America Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), pumps or compressor would generate groundborne vibration levels of 0.5 in/sec PPV at a reference distance of 1 foot, which would dissipate rapidly with distance.[30] In accordance with Section 9.21.140 of the SMMC, all exterior mechanical equipment would be screened. Furthermore, as established in Section 4.12.130 of the SMMC, exterior equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustic louvers, or sound screens/parapet walls to comply with the noise limitation requirements as established in Section 4.12.060 of the SMMC. These requirements would also serve to minimize vibration levels such that issues associated with structural damage or human annoyance would be avoided. Therefore, vibration impacts to structures and human annoyance would be less than significant.

4.14.5.3 Cumulative Impacts

Construction

The geographic scope for the consideration of cumulative Project construction noise impacts is primarily the area immediately surrounding the Project Site, and to a lesser degree, along designated haul routes, where heavy construction truck vehicles would travel during the construction period for the Project. Generally, noise impacts are limited to the area directly surrounding the noise source, as noise attenuates with distance at a higher rate in proximity to the source, and only has the potential to combine with other noise sources occurring simultaneously in the immediate vicinity.

Table 3-1 of this EIR provides a list of cumulative projects (pending, approved, and under construction) and the following cumulative projects are located within 500 feet of the Project Site:

- Cumulative Project No. 135 is the conversion of a retail use to restaurant use located at 214 Wilshire Boulevard, approximately 130 feet east of the Project Site. This project has been completed.
- Cumulative Project No. 3 is a commercial addition located at 1201 3rd Street, approximately 495 feet northeast of the Project Site.

[30] ASHRAE. 1999 ASHRAE Handbook. http://www.hvac.amickracing.com/Miscellaneous/HVAC_Applications_Handbook-ASHRAE.pdf

On-site construction noise impacts from the cumulative projects could only combine with the Project's on-site construction noise impacts if the related projects were under construction concurrently with the Project. However, these cumulative projects consist of the conversion of a retail use to restaurant use and a commercial addition, which would not result in any substantial demolition, earthwork, or construction activity. Additionally, Cumulative Project No. 135 is complete and no longer requires any on-site or off-site construction activity. Cumulative Project No. 3 is located in a commercial district where there are no sensitive uses present and on-site construction noise would not combine with the Project's construction noise due to distance attenuation from its location 495 feet away from the Project and the presence of intervening buildings such that it would not result in noise impacts to any sensitive receptors common to the Project. Therefore, cumulative impacts associated with noise from on-site construction activities would be less than significant.

Cumulative development could increase construction traffic noise due to construction workers and the use of haul trucks. Off-site construction noise impacts from the cumulative projects could only combine with the Project's off-site construction noise impacts if the cumulative projects were under construction concurrently with the Project. It is not expected that all of the cumulative projects, or even a substantial number of them, would be under construction at the same time as the Project. As stated above, Cumulative Project No. 135 is complete and no longer requires any on-site or off-site construction activity. Moreover, even if Cumulative Project No. 3 were under construction at the same time as the Project, it would have different travel patterns and a different schedule for construction truck material deliveries associated with its construction. There is no cumulative project immediately adjacent to the Project Site that would warrant a detailed analysis showing the exact haul routes selected by each project. The distances from the Project Site and the cumulative project would ensure construction noise levels would not combine to result in elevated cumulative noise levels. In addition, haul truck routes for cumulative projects would require approval by the City's Mobility Division. The City's established process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway.

As previously discussed for vibration, construction activities would result in sporadic, temporary vibration effects that would be potentially significant, based on the equipment used and proximity to adjacent off-site structures and the on-site historic Palisades Building. However, due to the rapid attenuation characteristics of ground-borne vibration, and distance separating construction associated with the Project and cumulative projects, there is no potential for cumulative vibration impacts. As discussed above, Cumulative Project No. 135 is complete and thus would not generate construction vibration. Cumulative Project No. 3 is located a sufficient distance to ensure no cumulative vibration impact when combined with the Project. Therefore, cumulative vibration impacts would be less than significant.

Operation

Implementation of the Project would increase noise levels as a result of stationary noise sources, use of open space areas, and operational mobile sources from new vehicle trips. As the development of cumulative projects in the vicinity of the Project Site is limited, cumulative noise

impacts in the immediate vicinity of the Project Site would be limited. The increases in noise level due to the Project's on-site, stationary noise sources are negligible. There are no adjacent cumulative projects that might increase noise and vibration levels due to stationary sources in the vicinity of the Project. Further, to the extent that other development might occur in the City, such development would be subject to City regulations for noise control, including the use of screening for mechanical equipment.

Vehicular trips associated with the Project would generate mobile noise on the roadway. This cumulative analysis first considers whether noise associated with future traffic is an overall cumulative impact. As well, it is considered to what degree the Project would contribute to that cumulative noise impact and if that contribution is cumulative. The overall potential cumulative impact from long-term mobile operational noise pertains to changes in roadway noise levels that could result from future traffic volumes associated with anticipated regional growth, including that under the Project. Project operational traffic during the future year (2025) would increase noise levels at off-site noise sensitive uses in the Project area, as shown in **Table 4.14-17**, *Cumulative Project Operational Noise Increase Due to Traffic.*

As shown in Table 4.14-17, noise increases due to future (2025) operational traffic would exceed the established thresholds along three roadway segments under the weekend scenario: Arizona Avenue between 5th Street and Lincoln Boulevard, Lincoln Boulevard between Arizona Avenue and Santa Monica Boulevard, Lincoln Boulevard between California Avenue and Wilshire Boulevard, Lincoln Avenue between Colorado Avenue and I-10 Westbound ramps, and Ocean Avenue between Moomat Ahiko Way and Olympic Drive. Cumulative traffic-related noise impacts would be significant. However, the Project would contribute up to 0.1 dBA CNEL (see Table 4.14-13 and Table 4.14-14). The Project's contribution to the cumulative noise levels would be substantially below the 3 dBA change in ambient noise levels that would be perceptible outside of a laboratory and are even substantially below the 1 dBA change in noise levels that cannot be perceived except in carefully controlled laboratory experiments.[31] Although there would be cumulative impacts along the roadway segment identified above, the Project would not result in a cumulatively considerable increase in off-site traffic noise levels. Accordingly, cumulative operational traffic-related noise impacts would be less than significant.

The Project would not include any significant sources of vibration. Vibration impacts associated with operation of the Project would be below the significance threshold and therefore, impacts would be less than significant. Due to the rapid attenuation characteristics of ground-borne vibration, vibration levels similar to ambient levels, and distance separating development associated with the Project and any other cumulative projects, there is no potential for cumulative vibration impacts. As discussed above, there are two cumulative projects located within 500 feet of the Project Site. The cumulative projects are located at sufficient distances from the Project Site to ensure no cumulative vibration impact would occur when combined with the Project. Therefore, cumulative operational vibration impacts would be less than significant.

[31] Caltrans, TeNS, Section 2.2.1.

TABLE 4.14-17
CUMULATIVE PROJECT OPERATIONAL NOISE INCREASE DUE TO TRAFFIC

	Weekday				Weekend			
	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
2nd Street								
between Arizona Avenue and Santa Monica Boulevard	64.6	65.1	0.5	No	64.2	65.3	1.1	No
between Broadway and Colorado Avenue	64.1	68.0	3.9	No	65.5	66.8	1.3	No
between California Avenue and Wilshire Boulevard	61.7	60.9	-0.8	No	61.7	63.5	1.9	No
between Santa Monica Boulevard and Broadway	64.5	63.5	-1.0	No	64.7	64.6	-0.2	No
between Washington Avenue and California Avenue	58.3	57.8	-0.5	No	58.5	57.5	-1.0	No
between Wilshire Boulevard and Arizona Avenue	62.0	62.5	0.5	No	62.3	63.6	1.4	No
n/o Washington Avenue	56.9	61.7	4.9	No	57.5	56.3	-1.3	No
3rd Street								
between California Avenue and Wilshire Boulevard	57.2	57.9	0.6	No	57.4	58.4	0.9	No
n/o California Avenue	57.5	56.8	-0.7	No	55.6	57.1	1.5	No
4th Street								
between Arizona Avenue and Santa Monica Boulevard	64.3	65.0	0.7	No	64.3	66.7	2.4	No
between Broadway and Colorado Avenue	66.7	66.3	-0.4	No	66.6	66.8	0.3	No
between California Avenue and Wilshire Boulevard	64.0	64.8	0.8	No	63.3	64.5	1.2	No
between Colorado Avenue and I-10 Westbound Off-Ramp	67.8	68.0	0.2	No	67.2	67.9	0.7	No
between I-10 Westbound Off-Ramp and I-10 Eastbound On-Ramp	68.9	69.3	0.4	No	68.2	68.5	0.3	No
between Montana Avenue and Washington Avenue	62.3	63.0	0.6	No	61.4	61.3	-0.1	No
between Santa Monica Boulevard and Broadway	65.1	67.0	1.9	No	65.4	66.5	1.1	No
between Washington Avenue and California Avenue	61.0	63.6	2.6	No	60.3	61.7	1.4	No
between Wilshire Boulevard and Arizona Avenue	62.4	65.4	3.0	No	62.3	63.8	1.5	No
n/o Montana Avenue	61.1	63.1	2.0	No	60.0	61.2	1.2	No
s/o I-10 Eastbound On-Ramp	68.3	68.7	0.4	No	67.1	67.9	0.8	No

	Weekday				Weekend			
	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
5th Street								
between Arizona Avenue and Santa Monica Boulevard	64.1	64.5	0.3	No	64.2	65.1	0.9	No
between Broadway and Colorado Avenue	64.7	64.9	0.2	No	65.0	65.9	0.9	No
between California Avenue and Wilshire Boulevard	61.3	62.1	0.8	No	59.7	60.2	0.5	No
between Santa Monica Boulevard and Broadway	64.7	65.1	0.4	No	65.3	65.4	0.1	No
between Wilshire Boulevard and Arizona Avenue	63.4	64.8	1.4	No	63.1	64.3	1.2	No
n/o California Avenue	58.7	60.9	2.1	No	57.6	58.2	0.6	No
s/o Colorado Avenue	64.1	64.3	0.2	No	64.0	65.6	1.5	No
6th Street								
n/o California Avenue	58.5	60.3	1.8	No	57.5	58.1	0.6	No
s/o California Avenue	60.9	60.7	-0.1	No	60.1	59.6	-0.4	No
7th Street								
between Montana Avenue and California Avenue	60.8	63.0	2.2	No	60.9	61.1	0.2	No
n/o Montana Avenue	62.4	64.2	1.7	No	62.2	62.5	0.3	No
s/o California Avenue	62.8	64.7	1.8	No	62.9	62.8	-0.1	No
Arizona Avenue								
between 2nd Street and 4th Street	62.9	63.9	1.0	No	62.5	64.5	2.0	No
between 4th Street and 5th Street	63.1	65.8	2.7	No	63.6	64.4	0.8	No
between 5th Street and Lincoln Boulevard	62.8	65.9	3.1	Yes	64.5	65.7	1.2	No
between Ocean Avenue and 2nd Street	61.7	63.0	1.3	No	62.3	63.5	1.2	No
Broadway								
between 2nd Street and 4th Street	65.0	67.2	2.2	No	66.0	66.5	0.5	No
between 4th Street and 5th Street	65.4	67.8	2.4	No	65.5	66.4	0.9	No
between 5th Street and Lincoln Boulevard	64.6	63.9	-0.7	No	65.4	65.8	0.4	No
between Ocean Avenue and 2nd Street	63.3	63.2	-0.1	No	63.9	64.0	0.1	No

	Weekday				Weekend			
	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
California Avenue								
between 2nd Street and 3rd Street	62.2	63.4	1.2	No	62.9	61.2	-1.6	No
between 3rd Street and 4th Street	62.1	60.5	-1.6	No	63.0	64.2	1.1	No
between 4th Street and 5th Street	62.3	60.6	-1.8	No	62.5	62.5	0.0	No
between 5th Street and 6th Street	61.6	60.4	-1.2	No	61.8	59.4	-2.5	No
between 6th Street and 7th Street	62.0	59.7	-2.3	No	61.9	60.2	-1.7	No
between 7th Street and Lincoln Boulevard	62.8	61.2	-1.7	No	62.8	61.8	-0.9	No
between Ocean Avenue and 2nd Street	62.5	64.1	1.6	No	63.0	61.7	-1.3	No
California Incline								
between Palisades Beach Road and Ocean Avenue	64.6	66.8	2.2	No	65.4	66.1	0.8	No
Colorado Avenue								
between 2nd Street/Main Street and 4th Street	62.0	64.2	2.3	No	62.8	62.8	0.0	No
between 4th Street and 5th Street	60.4	61.1	0.7	No	61.0	61.6	0.6	No
between 5th Street and Lincoln Boulevard	61.0	64.2	3.3	No	62.7	65.1	2.4	No
between Ocean Avenue and 2nd Street/Main Street	60.0	63.1	3.0	No	61.7	62.5	0.7	No
I-10 Eastbound On-Ramp								
between 4th Street and Lincoln Boulevard	66.7	68.7	2.0	No	67.2	67.7	0.5	No
Lincoln Boulevard								
between Arizona Avenue and Santa Monica Boulevard	68.1	69.8	1.7	No	62.7	68.5	5.8	Yes
between Broadway and Colorado Avenue	69.6	71.2	1.6	No	64.9	69.6	4.7	No
between California Avenue and Wilshire Boulevard	65.1	67.0	1.9	No	61.0	66.0	5.1	Yes
between Colorado Avenue and I-10 Westbound Ramps/Olympic Boulevard	70.0	71.7	1.7	No	61.9	70.4	8.5	Yes
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	70.4	68.9	-1.5	No	67.8	71.0	3.2	No

	Weekday				Weekend			
	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
between I-10 Westbound Ramps/Olympic Boulevard and I-10 Eastbound On-Ramp	70.4	72.0	1.6	No	68.7	71.0	2.3	No
between Montana Avenue and California Avenue	62.9	64.6	1.7	No	65.4	63.3	-2.1	No
between Santa Monica Boulevard and Broadway	68.8	70.5	1.7	No	67.0	68.9	1.9	No
between Wilshire Boulevard and Arizona Avenue	67.4	69.0	1.6	No	68.9	67.1	-1.8	No
e/o Arizona Avenue	62.9	64.8	1.9	No	68.2	63.7	-4.6	No
e/o Broadway	65.3	67.2	1.9	No	69.6	64.0	-5.5	No
e/o California Avenue	61.4	63.8	2.5	No	64.8	62.1	-2.8	No
e/o Colorado Avenue	60.9	63.5	2.6	No	70.1	65.1	-4.9	No
e/o I-10 Eastbound On-Ramp	68.8	70.2	1.3	No	70.6	67.9	-2.6	No
e/o I-10 Westbound Ramps/Olympic Boulevard	68.2	68.4	0.2	No	70.6	69.2	-1.3	No
e/o Montana Avenue	65.9	66.2	0.3	No	63.1	65.7	2.6	No
e/o Santa Monica Boulevard	66.8	67.4	0.6	No	68.8	67.9	-1.0	No
e/o Wilshire Boulevard	68.1	68.6	0.6	No	67.3	69.0	1.8	No
n/o Montana Avenue	61.8	63.1	1.3	No	60.0	61.5	1.5	No
s/o I-10 Eastbound On-Ramp	70.4	70.2	-0.2	No	70.7	71.1	0.3	No
Main Street								
n/o Olympic Drive	63.8	65.2	1.4	No	65.2	64.4	-0.8	No
s/o Olympic Drive	65.2	64.6	-0.6	No	64.2	65.7	1.4	No
Montana Avenue								
between 4th Street and 7th Street	64.7	67.6	3.0	No	64.0	64.5	0.5	No
between 7th Street and Lincoln Boulevard	65.9	66.0	0.1	No	65.7	65.7	0.0	No
between Ocean Avenue and 4th Street	62.5	60.6	-1.9	No	62.2	61.8	-0.5	No

	Weekday				Weekend			
	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Ocean Avenue								
between Arizona Avenue and Santa Monica Boulevard	67.8	66.6	-1.2	No	66.6	68.2	1.6	No
between Broadway and Colorado Avenue	68.5	67.2	-1.2	No	67.4	69.6	2.2	No
between California Avenue and Wilshire Boulevard	67.8	66.2	-1.5	No	68.6	68.0	-0.6	No
between Colorado Avenue and Moomat Ahiko Way	68.5	67.2	-1.3	No	67.5	69.6	2.1	No
between Montana Avenue and California Avenue	66.3	64.7	-1.6	No	68.5	67.2	-1.3	No
between Moomat Ahiko Way and Olympic Drive	70.0	68.7	-1.3	No	66.4	70.2	3.8	Yes
between Olympic Drive and Pico Boulevard	69.7	68.1	-1.6	No	69.7	69.3	-0.4	No
between Santa Monica Boulevard and Broadway	68.2	67.1	-1.1	No	68.8	68.9	0.1	No
between Wilshire Boulevard and Arizona Avenue	67.6	66.5	-1.1	No	67.8	68.3	0.6	No
e/o Pico Boulevard	65.8	64.7	-1.1	No	67.6	67.7	0.2	No
n/o Montana Avenue	65.6	64.6	-1.0	No	66.1	66.1	0.0	No
Olympic Drive								
between Main Street and 4th Street	66.1	64.8	-1.2	No	65.4	65.7	0.3	No
between Ocean Avenue and Main Street	62.6	62.3	-0.4	No	64.0	64.5	0.6	No
Pacific Coast Highway (SR-1)								
between Chautauqua Boulevard/Channel Road and Entrada Drive	75.5	72.5	-3.0	No	74.3	74.6	0.3	No
between Entrada Drive and California Incline	75.7	72.7	-3.0	No	74.3	74.8	0.5	No
Palisades Beach Road								
between California Incline and Colorado Avenue	74.1	71.1	-3.0	No	73.0	73.7	0.7	No
Santa Monica Boulevard								
between 2nd Street and 4th Street	64.9	64.0	-0.9	No	65.3	66.3	0.9	No
between 4th Street and 5th Street	65.2	64.3	-0.9	No	65.5	66.6	1.1	No
between 5th Street and Lincoln Boulevard	65.8	64.8	-0.9	No	66.0	66.2	0.2	No
between Ocean Avenue and 2nd Street	63.6	62.0	-1.7	No	63.9	64.5	0.6	No

	Weekday				Weekend			
	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?	Existing (2019)	Future Year (2025) with Project	Increase over Existing	Significant Impact?
Roadway Segment	Traffic Noise Levels (dBA CNEL)				Traffic Noise Levels (dBA CNEL)			
Washington Avenue								
between 2nd Street and 4th Street	60.1	57.5	-2.6	No	59.5	58.9	-0.6	No
Wilshire Boulevard								No
between 2nd Street and 3rd Street	65.8	64.7	-1.0	No	66.6	67.0	0.3	No
between 3rd Street and 4th Street	66.3	65.7	-0.6	No	67.2	67.4	0.3	No
between 4th Street and 5th Street	67.0	66.5	-0.5	No	68.0	68.7	0.7	No
between 5th Street and Lincoln Boulevard	67.7	66.8	-0.8	No	68.8	69.0	0.3	No
between Ocean Avenue and 2nd Street	64.8	64.0	-0.8	No	65.6	65.2	-0.3	No

SOURCE: ESA 2019

4.14.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding noise and vibration from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

Construction Noise

MM NOISE-1: To avoid exceedance of the City's allowable noise increases between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (and/or during extended hours if approved by the City through an After Hours Permit in accordance with SMMC Section 4.12.110(e)), the following specified construction activities occurring during the above referenced time periods and within the following setback distances from the specified sensitive receptors shall implement construction noise reduction strategies as described below:

Distances for Noise-Sensitive Receptor Locations R1 and R2:

- Demolition or Overlapping Construction Activities: ~~prohibited~~ within 300 feet.
- Grading/excavation: ~~prohibited~~ within 200 feet.
- Building construction or paving: ~~prohibited~~ within 150 feet.

Distances for Noise-Sensitive Receptor Location R3:

- Overlapping Construction Activities: ~~prohibited~~ within 80 feet.
- Grading/excavation or paving: ~~prohibited~~ within 65 feet.
- Demolition, foundation/concrete pour, or building construction: ~~prohibited~~ within 50 feet.

In order to stay below the noise thresholds established in SMMC Section 4.12.110, the~~The~~ construction contractor shall utilize one or a combination of the construction noise reduction strategies listed below if construction activities occur during the referenced time periods and within the specified setback distances:

Noise Reduction Strategies:

a) Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction.

b) Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices or other noise control devices

to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures or enclosures around stationary equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction.

c) Construction activities shall be scheduled so as to minimize or avoid operating multiple noise-generating heavy-duty pieces of equipment, simultaneously at the perimeters of the Project Site along the northwestern and northern boundaries of the Hotel Parcel and along the northeastern boundary of the Second Street Parcel.

d) The Project shall stage noise-generating construction equipment away from the noise-sensitive receptors to the north and east (R1 and R2) of the Hotel Parcel and to the east (R3) of the Second Street Parcel at a distance equal to or greater than specified above.

During the course of construction other noise reduction strategies may be implemented as alternatives or additions to Noise Reduction Strategies a) through d) so long as their effectiveness is documents consistent with the noise monitoring requirements described immediately below. For Noise Reduction Strategies a) through d) or other noise reduction strategies, the effectiveness of these noise reduction strategies to achieve the City's noise-level performance standards shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction activities when the use of heavy equipment is prevalent so long as it can be demonstrated to the City's satisfaction that later construction activities would achieve the requisite noise reductions.

Construction Vibration

Construction-related vibration has the potential to result in a significant vibration impacts to on-site and off-site structures located adjacent to or near Project construction during the use of heavy construction equipment. Thus, MM NOISE-2 is prescribed to protect nearby vibration sensitive uses from excessive vibration impacts:

MM NOISE-2: To reduce the potential for construction-related vibration effects to structures, prior to the issuance of a building permit for the Project Site, the Applicant shall perform an inventory of the structural condition of The Huntley Hotel building at 1111 2nd Street, the Regency Moderne Medical Office building at 1137 2nd Street, and the on-site historic Palisades Building. Based on a survey of the building's structural condition, a vibration specialist will determine the appropriate Caltrans vibration structural damage potential criteria, and for each piece of equipment, assess a standoff distance from the building. The construction contractor(s) shall restrict the use of vibration-generating equipment, as listed in Table 4.14-16, within the minimum applicable standoff distances to not exceed the building's applicable structural damage criteria. If the vibration-generating construction equipment is required to be used within these minimum applicable distances, the construction contractor(s) shall implement one

of the following measures for The Huntley Hotel building, the Regency Moderne Medical Office building, and the on-site historic Palisades Building:

a. Restrict the use of large bulldozers and other similarly large vibration-generating equipment, so that the vibration-generating portion of the equipment (i.e., the motor, engine, power plant, or similar) remains at the minimum standoff distances unless it can be demonstrated to the satisfaction of the City based on in-situ measurements (prior to initiation of full-scale construction activities) that vibration levels can be kept below the applicable structural damage potential criteria, as determined by the vibration specialist, through any combination of revised setbacks, alternative equipment and methods, alternative sequencing of activities, or other vibration-reducing techniques.

b. Install and maintain at least one continuously operational automated vibrational monitor on the side of the building facing the construction activity and capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to 0.05 in/sec PPV less than the appropriate Caltrans vibration structural damage potential criteria and a regulatory alarm level equivalent to the Caltrans vibration structural damage potential criteria. For off-site buildings, the contractor may also locate the vibration monitors on or near the Project Site if access to the off-site buildings is restricted, in which case the first-level and regulatory alarm shall be adjusted to an equivalent level accounting for the vibration attenuation rate based on the distance to the off-site building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity of the affected building shall be halted and the building visually inspected for damage. Results of the inspection must be logged. In the event damage occurs, such damage shall be repaired. For the off-site historic Regency Moderne Medical Office building and the on-site historic Palisades Building, such repairs shall be conducted in consultation with a qualified preservation consultant for the on-site historic Palisades Building and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

Operations

No mitigation measures would be required for noise and vibration associated with operation of the Project.

4.14.6 Level of Significance After Mitigation

With implementation of the PDFs as well as the mitigation measures, noise and vibration impacts from Project construction would be reduced. Implementation of MM NOISE-1 would require that all construction activity that would result in increases in noise greater than allowable by the SMMC (as shown in Table 4.14-9) be scheduled to occur between the hours of 10:00 AM and 3:00 PM. Noise level increases occurring between these hours is permitted by the City and is not considered to result in significant environmental effects. Construction activities between the

hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e)) occurring within the specified distances in MM NOISE-1 shall utilize one or a combination of the construction noise reduction strategies listed in the mitigation. Implementation of MM NOISE-1 would reduce construction noise impacts to less than significant.

Implementation of MM NOISE-2 would reduce groundborne vibration structural damage impacts. For vibration-generating construction activities on the Hotel Parcel, implementation of MM NOISE-2 would reduce impacts to the on-site historic Palisades Building to less than significant. For vibration-generating construction activities on the Second Street Parcel, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of MM NOISE-2 by off-site property owners (i.e., The Huntley Hotel and the Regency Moderne Medical Office). Although voluntary acceptance by these off-site property owners would reduce the construction vibration impact to less than significant, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure by these property owners. Because the consent of the off-site property owners cannot be guaranteed, it is conservatively concluded that unless mitigated, construction of the 100% affordable housing building on the Second Street Parcel could have potentially significant and unavoidable vibration impacts on The Huntley Hotel and the Regency Moderne Medical Office.

4.15 Fire Protection

4.15.1 Introduction

This section analyzes the potential effects of the Project on fire protection and emergency medical services provided by the City of Santa Monica Fire Department (SMFD). The analysis addresses fire protection facilities and services, including response times, emergency access, and fire flow, to determine whether the Project (either individually or cumulatively) would increase demand such that new or physically altered fire facilities would be required. Information regarding water infrastructure, hydrants, and fire flow is based on the Fire and Domestic Water & Sewer Capacity Study Miramar Hotel Redevelopment Project (Capacity Study) prepared by Fuscoe Engineering, Inc., revised June 2019, included in Appendix N of this EIR.

4.15.2 Environmental Setting

4.15.2.1 Existing Conditions

The Hotel Parcel is currently developed with the Miramar Hotel, including two surface parking lots (103 spaces) adjacent to Wilshire Boulevard. Emergency access to the Hotel Parcel is from Wilshire Boulevard and Ocean Avenue. There are three water mains adjacent to the Hotel Parcel: an 8-inch water main in California Avenue, a 12-inch water main in Ocean Avenue, and a 12-inch water main in Wilshire Boulevard. Water service to the Hotel Parcel is currently provided from the California Avenue and Ocean Avenue water mains.

The Second Street Parcel is currently developed with a 64-space surface parking lot with emergency access from 2nd Street. The closest water main is an 8-inch water main located in Second Court.

There are four fire hydrants in the Project vicinity that were tested for fire flow and would be available for firefighting. The spacing between the hydrants in the Project vicinity does not exceed 350 feet. Three of the fire hydrants are located along the Hotel Parcel frontage: one at the northeast corner of California Avenue and 2nd Street (Fire Hydrant 1), one along the Ocean Avenue frontage about mid-block (Fire Hydrant 2), and one at the northwest corner of Wilshire Boulevard and 2nd Street (Fire Hydrant 3). In addition, there is a fire hydrant in 2nd Court near California Avenue (Fire Hydrant 4), which is located approximately 270 feet north of the Second Street Parcel. The total available fire flow from these four tested fire hydrants is 10,404 gallons per minute (gpm) at 20 pounds per square inch (psi).

4.15.2.2 Fire Protection Services

Fire Stations, Staffing, and Equipment

Fire prevention, fire suppression, life safety, and emergency medical services within the City are provided by the SMFD. The SMFD is a full-spectrum life safety agency that is dedicated to preventing the loss of life, property, and the environment from fire, medical, and other natural or man-made disasters through aggressive prevention, training, public education, and emergency response. The SMFD provides fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service.

The Insurance Service Office (ISO) provides rating and statistical information for the insurance industry in the U.S. In determining its community rating, the ISO evaluates a community's fire protection needs and services. It then assigns each community a Public Protection Classification (PPC) rating. The rating is derived from a cumulative point scoring system, which grades the community's fire-suppression delivery system, including fire dispatch (operators, alarm dispatch circuits, telephone lines available); fire department (equipment available, personnel, training, distribution of companies, etc.); and water supply (adequacy, condition, number and installation of fire hydrants). Some insurance rates are based upon this rating. The ratings range in descending rank from Class 1 to Class 10. Santa Monica has the highest Class 1 ISO rating.

The 2018–2019 SMFD staffing level provides for 136 full time equivalent employees, which is similar to the 135.8 employees for 2016–2017. The 135.8 employees in 2016–2017 represented an increase of 6.0 employees over 2015–2016 levels, to keep up with growing demand. The 136 employment total for 2018–2019 includes an administration staff of 14 staff members, 105 providers of fire suppression and rescue services, 14 staff members in fire prevention and 3 involved in training activities.[1]

There are four SMFD fire stations that provide fire protection services to the City as shown in **Figure 4.15-1**, *Fire Stations in the Project Vicinity*. In addition, **Table 4.15-1,** *Fire Stations and Fire Fighting Facilities*, indicates the location and distance from the Project Site, as well as staffing, and equipment for each of these fire stations. As shown in Table 4.15-1, Fire Station 1, currently located at 1444 7th Street, is located approximately 0.9 miles to the southeast, and is the first due fire station for the Project Site.

Fire Station No. 1 was built in 1955 and has surpassed its expected useful life span. A new 25,000 square foot fire station is currently under construction at 1337-45 7th Street to replace the existing station at 1444 7th Street. The new Fire Station 1 will be located approximately 0.7 miles to the southeast of the Project Site and is anticipated to be completed by March 2020.[2] Staffing for the new station is expected to increase from 14 firefighters per 24-hour or 48-hour shift by up to 16 firefighters per shift.[3]

SMFD Fire Station Nos. 2, 3, and 5 are available to provide backup services for Station 1. Fire Station No. 2 is located at 222 Hollister Avenue, approximately 1.30 miles to the southeast of the Site; Fire Station No. 3 is located at 1302 19th Street approximately 1.30 miles to the northeast of the Site; and Fire Station No. 5 is located at 2450 Ashland Avenue, approximately 2.56 miles to the east of the Project Site. Backup service can also be provided by the City of Los Angeles Fire Department on an as-needed basis, through a Mutual Aid Agreement, as further described below.

1 City of Santa Monica, FY 2017-2019 Adopted Biennial Budget, https://finance.smgov.net/Media/Default/annual-reports/FYE2018/fye2018-Operating-Budget.pdf. Accessed February 12, 2019.

2 City of Santa Monica, Be Excited! Be Prepared, Fire Station #1, https://www.smgov.net/bebp/project.aspx?id=49514. Accessed February 12, 2019.

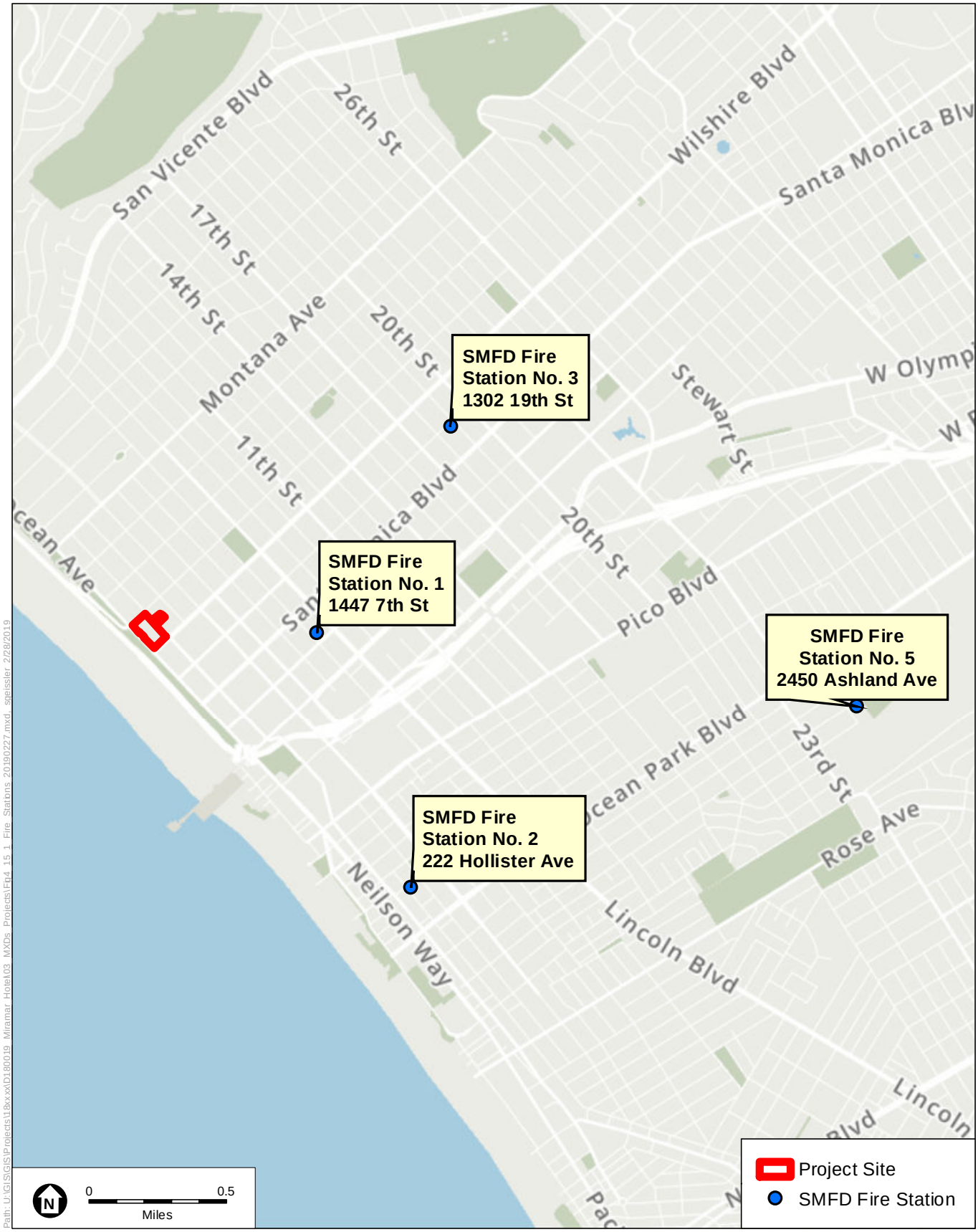
3 City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017.

TABLE 4.15-1
FIRE STATIONS AND FIRE FIGHTING FACILITIES

Station No.	Location	Distance to Project Site	Equipment	Staffing
1	1444 7th Street [a] (Existing Station)	0.9 miles	One Paramedic Engine Company (Engine 1 with a crew of four), One Paramedic Engine Company (Engine 6 with a crew of 2), One 100-foot Ladder Truck (Truck 1 with a crew of five), One Air/Light/Rescue Unit (RU-1) – Truck Accompaniment, One Medical Cart – Beach /Response Vehicle, One Command Vehicle with a Battalion Chief (Battalion 1), One reserve Command Vehicle	Battalion Chief (1), Fire Captain (3), Fire Engineer (3), Paramedics (at least 4), Firefighters (at least 7)
1	1337-45 7th Street (Replacement Station)	0.7 miles	Same as above	Same as above
2	222 Hollister Avenue	1.30 miles	One Engine Company (Engine 2) with a crew of four, One Urban Search & Rescue Vehicle (USAR 2), One Reserve Engine, One Reserve Rescue Ambulance (RA), One Medical Cart - Beach response vehicle, One Utility Vehicle (U2)	Fire Captain (1), Fire Engineer (1), Paramedics (at least 2), Firefighters (at least 2)
3	1302 19th Street	1.30 miles	Two Paramedic Engine Companies (Engines 3 and 4 each with a crew of four), One Hazardous Materials Response Vehicle (Hazmat 4 with Utility 4), One Reserve Engine	Fire Captains (2), Fire Engineers (2), Paramedics (at least 4), Firefighters (at least 5)
5	2450 Ashland Avenue	2.56 miles	One Paramedic Engine Company (Engine 5 with a crew of four, One Aircraft Rescue Fire Fighting Vehicle (ARFF) (AR 5), One Reserve Engine, One ARFF Utility (U5), One Reserve Ladder Truck, Three Reserve Rescue Ambulance (RA)	Fire Captain (1), Fire Engineer (1), Paramedics (at least 2), Firefighters (at least 2)

[a] Fire Station No. 1 was built in 1955 and has surpassed its expected useful life span. A new Fire Station No. 1 building is currently under construction at 1337-45 7th Street to replace this existing station. Construction is anticipated to be completed by March 2020.

SOURCE: SMFD, website: https://www.santamonicafire.org/. Accessed February 2019.



SOURCE: OpenStreetMap, 2018.

Miramar Hotel Project

Figure 4.15-1
Fire Stations in the Project Vicinity

ESA

Response Capabilities

In 2001, after 10 years of research and debate, the National Fire Protection Association (NFPA) issued Standard 1710; the 2020 standards were recently adopted and became effective May 2019. Standard 1710 defines the minimum criteria for the effectiveness and efficiency of emergency operations to protect the safety of the public and SMFD employees. The NFPA requires fire stations to establish an objective of 240 seconds (i.e., 4 minutes) or less of travel time for the first arriving engine company at a fire suppression incident or the first responder with an automatic defibrillator or higher level capacity at an emergency medical incident; these objectives should be met for at least 90 percent of incidents.[4]

Based on response metrics from January through December 2018, SMFD had an average response time of 4 minutes and 48 seconds for emergency calls and 5 minutes for non-emergency calls. Within the service district of Fire Station No. 1 SMFD had an average response time of 5 minutes for emergency medical service (EMS) calls and 5 minutes and 20 seconds for fire calls. Under national standards set forth by the NFPA, the response time objective is six minutes to nearly all medical emergencies.[5] The SMFD average response times for medical emergencies of 5 minutes are below the six minute objective.

Furthermore, SMFD utilizes Opticom signal control, which allows fire trucks to change signals at intersections to green in order to clear a path of travel on roadways for emergency response vehicles and reduces response time to incidents.

Calls for Service

In 2018, the SMFD responded to 11,857 incidents. As shown in **Table 4.15-2**, *Santa Monica Fire Department Incidents*, the total incidents responded to by the SMFD in 2018 represent a 25.2 percent decrease from 2017. Of the total incidents in 2018, approximately 42 percent (4,934 incidents) occurred within the service district of Fire Station No. 1. Of the total 2018 incidents within the service district of Fire Station No. 1, the majority (3,874 incidents) were emergency medical service incidents. Staffing levels at the SMFD are consistent, although demand for fire and emergency services fluctuates based on the time of day, with an increase of emergency service calls during the day and fewer at night. SMFD has addressed additional demand for emergency services on select weekends and holidays through the deployment of a supplemental two-person medical cart; this cart is small enough that it is able to travel on the bike path for additional mobility.

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4 National Fire Protection Association, NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=1710. Accessed February 13, 2019.

5 National Fire Protection Association, NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=1710. Accessed February 13, 2019.

TABLE 4.15-2
SANTA MONICA FIRE DEPARTMENT INCIDENTS

Year	Incidents	Percent Change from Previous Year
2010	12,271	-
2011	12,602	2.6%
2012	13,213	4.6%
2013	13,431	1.6%
2014	14,207	5.5%
2016	16,004	11.23%
2017	14,849	-7.2%
2018	11,857	-25.2%

SOURCES: The Plaza at Santa Monica Project Draft EIR, December 2018; City of Santa Monica Open Data Portal, Fire Calls for Service Types by Month, https://data.smgov.net/Public-Safety/Fire-Calls-for-Service-Types-by-Month/xn3j-wxiz, accessed June 5, 2019.

Fire Prevention

The SMFD has a comprehensive and active Fire Prevention program, including a Fire Prevention division dedicated to this effort. The SMFD is responsible for enforcement of the City's Fire Code through project review and structural inspections prior to occupancy for all public facilities and private properties. During the plan check process, the SMFD reviews a project's site plans and building plans to ensure that new buildings are designed to provide adequate emergency access. As a next step, the SMFD reviews building plans for all new structures prior to issuance of Certificate of Occupancy to ensure that the required fire protection safety features are implemented in accordance with the Fire Code and SMFD requirements. To provide for the maximum protection of life and property to the extent feasible, the Fire Code includes stringent fire prevention and fire suppression requirements in new buildings. After construction, fire and life safety requirements are regularly enforced through annual building inspections conducted by the Fire Prevention Division.

The SMFD is also the City's Certified Unified Protection Agency (CUPA) providing hazardous materials response and remediation. The Fire Prevention Division of the SMFD regulates above ground and underground storage tanks and conducts other hazardous materials site inspections through the Assistant Fire Marshal and the City's CUPA program.

As an additional fire prevention effort, the City's Office of Emergency Management offers free emergency preparedness and response training to residents over the age of 18 through their Community Emergency Response Team (CERT) program. CERT encourages community volunteers to complete a federally recognized training course taught by local Public Safety Personnel and First Responders. Students learn how to prepare for emergencies and be ready to respond to assist the community immediately following incidents of all sizes. The CERT program includes a range of emergency preparedness and response topics, including training on disaster preparedness and fire safety. This program both trains local residents to aid in a disaster as well as educates these community members in fire safety planning, helping to reduce the need for fire services in the City.

Mutual Aid Agreements

The foundation of Californian's emergency planning and response is a statewide mutual aid system, which is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources are inadequate to cope with a given situation. The California Emergency Services Act mandates the use of the California Disaster and Civil Defense Master Mutual Aid Agreement (MMAA) as the standard form of agreement between jurisdictions. The MMAA creates a formal structure wherein each local jurisdiction retains control of its own facilities, personnel, and resources but may also receive or render assistance to/from other jurisdictions within the state.

There are six mutual aid regions in California. Santa Monica is located in Region I – the Office of Emergency Services Southern Administrative Region, Area A. The SMFD has an Automatic Aid agreement with the Los Angeles City Fire Department which authorizes the exchange of resources on an as-needed basis.

The SMFD can also call on other agencies for support, including state and federal agencies involved in fire hazard mitigation, response, and recovery, such as the Office of Emergency Services; the U.S. Fish and Wildlife Service; National Park Service; U.S. Forest Service; Office of Aviation Services; National Weather Service; National Association of State Foresters; the U.S. Department of Agriculture; the Department of the Interior; and in extreme cases, the Department of Defense.

4.15.3 Regulatory Framework

4.15.3.1 State

California Fire Code

The California Code of Regulations (CCR) Title 24 (California Building Standards Code [CBSC]), Part 9, is a compilation of building standards, including fire safety standards for residential and commercial buildings. CBSC are based on building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code (Uniform Fire Code) that have been changed to address particular California conditions; and building standards authorized by the California legislature, not covered by the national model code. The California Fire Code is part of the CBSC.

The California Fire Code establishes statewide standards for fire protection, as well as regulations regarding the mitigation of fire explosion hazards; management and control of the storage, handling and use of hazardous materials and devices; mitigation of conditions considered hazardous to life or property in the use and occupancy of buildings; and assistance to emergency response personnel. Fire standards that pertain to development address such topics as: criteria for the installation of sprinklers; fire flow requirements; fire hydrant location and distribution; fire resistance standards for fire doors, building materials, and particular types of construction.

California Health and Safety Code

State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code, address building standards, fire protection and notification systems, provision of fire protection

devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

4.15.3.2 Regional

Westside Council of Governments Emergency Preparedness/Mutual Aid Plan

The Westside Council of Governments Emergency Preparedness/Mutual Aid Plan was developed and adopted by the Westside Council of Governments (WCOG) for the purpose of protecting the cities of Santa Monica, Beverly Hills, Culver City, and West Hollywood from disasters related to homeland security and terrorism. The key component of the plan encourages and establishes inter-agency cooperation. It also sets forth coordinated disaster training and preparedness activities.

4.15.3.3 Local

Santa Monica Safety Element

The Safety Element of the Santa Monica General Plan identifies specific goals and policies associated with fire protection services, including the following:

> Goal 4 of the Safety Element is to "reduce threats to public safety and minimize property damage from fire hazards commensurate with the risk of post-earthquake fires and fires driven by Santa Ana winds." This goal addresses the implementation of development standards pertaining to new development. Policies that support this goal are as follows:
>
> > **Policy 4.1:** The City shall develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features by strengthening performance review and code enforcement programs.
> >
> > **Policy 4.2:** The City shall reduce existing developments to tolerable levels of risk and strengthen the city firefighting capability to respond to multiple fire incidents caused by an earthquake, Santa Ana winds, or other extraordinary circumstances.
> >
> > **Policy 4.3:** Conduct and implement long-range fire safety planning to cope with increasing urban density caused by new development, redevelopment, and property infilling, including development of stringent Building or Fire Municipal Code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.

Santa Monica Municipal Code

Section 8.40.010 of the Santa Monica Municipal Code (Municipal Code) adopts Title 24, Part 9 of the CCR, also known as the CFC, 2016 Edition, as the Fire Code of the City of Santa Monica. The City provides local amendments to the CFC to include additional requirements related to address numbers, fire watch, and seizure of fireworks. The current Fire Code standards and SMFD requirements are intended to provide for the maximum protection of life and property to the extent feasible, and include stringent requirements addressing fire prevention and fire suppression for new buildings. Fire Code requirements play an important role in minimizing the risk of fires and preventing property loss, injury, and death. Minimum requirements as required by the Fire Code include, but are not limited to: installation of fire alarms, fire sprinklers, and fire communication systems; the use of more fire resistant building materials; and the provision of adequate emergency access, fire hydrants, visible address signage, and minimum fire flow rates for water.

4.15.4 Environmental Impacts

4.15.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G question regarding fire protection, a project would have a significant impact on fire services if the project would:

FIRE-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, need for new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

Methodology

The analysis of impacts on fire protection determines whether SMFD fire protection services would be adequate to serve the Project. It assesses potential increases in demand for fire protection services as a result of the Project, and determines the availability and level of SMFD resources and facilities needed to meet future demand; and, whether the increased demand would require new or physically altered fire facilities, construction of which could cause significant environmental impacts.

Factors that were considered in the analysis of potential impacts on fire protection services include increased demand for SMFD services due to Project development and population and employment growth; associated effects on staffing levels, equipment adequacy, facility size, response capability, emergency access, and fire flow capacity. The analysis also takes into account fire safety features (such as compliance with the City's Fire Code and emergency preparedness plan).

4.15.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The following mitigation measure from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR would be applicable:

> **DCP MM PS-1:** The City shall require applicants of development projects with buildings that are seven stories and higher in the Downtown to prepare a high-rise pre-fire plan. At a minimum, the pre-fire plan shall address the types and capabilities of fire protection systems, the layout of the building, locations of stairwells and elevators, and how evacuation will be handled. A copy of the plan shall be kept in the fire control room and a copy shall be filed with the SMFD fire marshal. The plan shall be revised every 5 years.

4.15.4.3 Project Characteristics

As described in Chapter 2, Project Description, redevelopment of the Hotel Parcel would include the rehabilitation of the historic Palisades Building and construction of the Ocean Building and California Building. Uses would include hotel, retail, restaurants, and residential units. The maximum building height would be 130 feet. All parking would be accommodated in the new subterranean garage. Redevelopment of the Second Street Parcel would include up to 48 residential units in a six-story 60-foot-high building above a subterranean parking structure. The Hotel Parcel and Second Street Parcel would result in a total residential population of 275 people.[6]

The Project would be designed to comply with all applicable federal, state, and local regulations governing the provision of fire protection services, including adequate fire access, number of hydrants and fire flow availability. As part of the building permit process, building design and site plans would be evaluated by the SMFD prior to the issuance of a certificate of occupancy. SMFD review would ensure incorporation of required fire protection safety features as required by the Fire Code, including but not limited to: building sprinkler systems, adequacy of on-site emergency access, fire-resistant building materials, adequacy of fire flow, and communication systems.

As indicated in Section 4.4, Construction Effects, of this EIR, the Project would implement a Construction Impact Mitigation Plan (CIMP) during construction in accordance with PDF CE-1. The CIMP would outline provisions to prevent traffic impacts on the surrounding streets, minimize parking impacts, ensure safety for construction workers and the surrounding community, and provide for coordination with City departments. In addition, the CIMP would ensure emergency access to the Project Site is maintained at all times during construction through well-marked entrances. The CIMP would also outline provisions for on-site security during construction, such as temporary security fencing and locked-entry to limit public access.

During operation, the Project would include a dedicated, 24-hour, on-site department responsible for loss prevention, risk management and health, fire, and life safety on the Hotel Parcel, in addition to the services provided by public agencies and departments. Security staff would maintain a relationship with the SMFD particularly for special events to ensure coordination during emergencies. Additionally, the Hotel Parcel would maintain a Fire Command System Monitor, elevator control board, master key control board, and building blueprints and maps for use by the SMPD or SMFD in the event of an emergency. Furthermore, an emergency response plan would be prepared in case of earthquake, fire, flood and wind to assist guests/residents and coordinate with City departments and regional public agencies.

[6] Based on 2.41 persons/condominium, 1.39 persons/1-bedroom affordable unit and 3.43 persons /2- and 3-bedroom affordable units. See subsection 6.6.9, Population and Housing, of this EIR for more detail.

4.15.4.4 Project Impacts

FIRE-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, need for new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Impact Statement FIRE-1: *The Project would add new residential, commercial, and hotel uses that would increase demand for fire protection services. With the incorporation of a high-rise pre-fire plan as required by DCP MM PS-1, the provision of fire protection services during construction and operation would not require new or physically altered fire service facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.*

Construction

Construction on the Project Site would increase the potential for accidental fires from such sources as mechanical equipment and flammable construction materials. In most cases, the implementation of "good housekeeping" procedures as well as adherence to OSHA regulations by the construction contractors and the work crews would minimize these hazards. Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. As described above, the Project would implement a CIMP during construction that would: maintain emergency access to the Project Site through marked emergency access points approved by the SMFD and provide for flagmen to facilitate traffic flow if there are partial closures to streets surrounding the Project Site. In addition, construction impacts are temporary in nature and do not cause lasting effects to impact SMFD fire protection services or facilities. Therefore, impacts on fire protection services and facilities during construction would be less than significant.

Operation

The Project would develop new residential, commercial, and hotel uses. The Project would develop 60 market rate units and 48 affordable units resulting in a total residential population of 275 people. In addition, the Project would result in a net increase of 11 hotel rooms, as well as a net increase of approximately 5,365 square feet of retail space and approximately 6,109 square feet of food/beverage outlets.

The Project Site is located approximately 0.7 miles from the new Fire Station No. 1. As the average response times for EMS and non-EMS calls within Fire District No. 1 are under 6 minutes, the Project Site is adequately served by existing fire protection services.[7] Furthermore, in addition to traditional methods of clearing a path of travel in the event of an emergency and facilitating emergency access (e.g., sirens, driving in opposing lanes, use of alternative routes, and multiple station responses), SMFD currently uses the Opticom signal control system for all Downtown

[7] City of Santa Monica Fire Department, Santa Monica Fire Calendar Year Record for 1/1/2017-12/31/2017.

signalized intersections. This technology has been helpful in maintaining acceptable response times in almost all of the Downtown area.

Furthermore, capabilities of the SMFD are further enhanced through mutual aid and inter-agency coordination through provisions of the WCOG, and the MMAA which create formal mechanisms wherein the City may render assistance to/from other jurisdictions within the state. The SMFD has an Automatic Aid agreement with the Los Angeles City Fire Department which authorizes the exchange of resources on an as-needed basis.

The SMFD currently has one ladder truck with a 100-foot ladder stationed at Fire Station No. 1, which is capable of servicing buildings up to 84 feet tall from a distance of 50 feet away. The Project includes the proposed Ocean Building which would be a maximum height of 130 feet. For taller buildings, emergency responders, including firefighters may spend more time on a particular call since additional time would be spent navigating inside the building to respond to a particular incident, including use of stairs or elevators. Additionally, taller buildings require adequate SMFD equipment and capabilities to respond to upper floor incidents. Therefore, a potentially significant impact could occur as a result of the proposed building height. However, the SMFD is funded through general fund revenues generated by property, sales, and transient occupancy taxes. The Project would contribute to the general fund revenues thereby resulting in increased revenues that would be available for the SMFD to expand resources as needed to meet changing demands. In addition, to ensure that the Project minimizes the risks associated with taller buildings and that the SMFD can respond to incidents expeditiously, as required by DCP MM PS-1 a high-rise pre-fire plan shall be prepared and maintained for the Project.

The Project would comply with current fire prevention and fire suppression standards in the Santa Monica Fire Code, which include stringent requirements to provide for the maximum protection of life and property to the extent feasible. SMFD has a Fire Prevention Program, including a Fire Prevention division that regulates and enforces the Fire Code for all businesses, public facilities, and residential structures as it relates to fire and life safety through inspections within the City. Requirements include but are not limited to the installation of fire alarms, fire sprinklers, and fire communication systems; the use of more fire-resistant building materials; and the provision of adequate emergency access, fire hydrants, visible address signage, and minimum fire flow rates for water mains (refer to the Regulatory Setting discussion in this section). As part of the City's existing building permit process, the Project would be subject to review by the SMFD to ensure that the Project is designed to meet Fire Code and minimum site safety requirements relating to adequate emergency access, fire protection safety features, including building sprinklers and emergency access.

Regarding fire flows, as described in the Capacity Study, the required fire flow for the Hotel Parcel is 1,500 gpm for 2 hours and for the Second Street Parcel 1,375 gpm for 2 hours. The existing water mains and fire hydrants are adequate to meet this demand and the existing fire hydrants are adequately spaced in conformance with the California Fire Code.

The Project is not anticipated to require construction of new or expanded fire protection facilities to maintain adequate service levels that would result in physical environmental impacts. As

presented above, the Project would not result in inadequate emergency response times, and it would comply with all relevant provisions of the Fire Code as ensured through the SMFD Fire Prevention Program, Fire Prevention Division review, and other steps of the City's building permit review process. While the proposed Ocean Building could compromise the ability of SMFD to adequately respond to a fire or other emergency, mitigation measure DCP MM PS-1, provided above, which requires preparation and implementation of a high-rise pre-fire plan, would address this impact. Furthermore, to the extent that Project might otherwise cause a need for new or expanded fire facilities due to increases in floor area and employment and population growth, the SMFD would continue to evaluate the need for improvements and increased staffing levels on an ongoing basis as part of its annual budgeting process, with budgets increasing to keep up with City demand. Specifically, funds are allocated as necessary towards the Capital Improvements Program for the purchase of new equipment and/expanded facilities and towards SMFD's operating budget for new staff. For example, and as previously discussed, SMFD is currently constructing new Fire Station No. 1, a modern facility that will replace the current Fire Station No. 1 constructed in 1955. New Fire Station No. 1 will include additional space for expanded staff and equipment, as well as other improved amenities for the SMFD and the public. With the anticipated opening of new Fire Station No. 1 in 2020, fire protection operations and capabilities are expected to improve. Furthermore, in recent years the City has increased staffing for the SMFD by 6.0 employees over 2015-2016 levels to keep up with growing demand.

Therefore, with implementation of mitigation measure DCP MM PS-1, to address issues associated with high-rise construction, impacts on fire protection services and facilities would be less than significant.

4.15.4.5 Cumulative Impacts

The geographic scope of the cumulative fire protection analysis encompasses the City, and specifically the Downtown (i.e., service area of Fire Station No. 1). The Project, in combination with the construction and operation of cumulative projects, would result in additional residents and commercial land uses within these service areas. It is anticipated that the additional population and commercial activity in the Downtown would increase the demand for fire protection services as provided by SMFD Fire Station No. 1. Specifically, there would be increased demand for additional SMFD staffing, equipment, and facilities over time.

The City's DCP EIR analyzed the effects of cumulative growth on fire protection services in the Downtown through 2030 and determined that impacts associated with development in the Downtown would be less than significant in large part due to required SMFD review of all development projects to ensure compliance with the Fire Code including review of location of fire hydrants, fire flows, and access. In addition, the DCP EIR finding is based on increases in general fund revenues generated by property, sales, and transient occupancy taxes, all of which are expected to rise in proportion to new development in the Downtown, which would help SMFD fund increases in staff and facilities for fire protection to meet changing demand. In light of less than significant impacts on fire protection within the downtown area and beyond, and the Project's conformance with the Fire Code and mitigation measure DCP MM-PS-1, the Project's contribution to impacts

on fire protection would not be cumulatively considerable, therefore, cumulative impacts related to fire protection would be less than significant.

4.15.5 Mitigation Measures

DCP Mitigation Measures

The Project shall implement DCP MM PS-1, which requires the preparation of a high-rise pre-fire plan for development projects seven stories or higher, as previously described in subsection 4.15.4.2.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.15.6 Level of Significance after Mitigation

With the implementation of the DCP MM PS-1, impacts related to fire protection would be less than significant.

4.16 Police Protection

4.16.1 Introduction

This section analyzes potential effects on police protection services provided by the Santa Monica Police Department (SMPD). The analysis reviews the SMPD facilities and staffing resources, the Project's increased demand for SMPD services, and emergency accessibility to determine whether the Project would increase demand for police services such that new or physically altered police facilities would be required.

4.16.2 Environmental Setting

4.16.2.1 Existing Conditions

The Hotel Parcel is currently developed with the existing Miramar Hotel, including two surface parking lots (103 spaces) adjacent to Wilshire Boulevard. Emergency access to the Hotel Parcel is provided from Wilshire Boulevard and Ocean Avenue.

The Second Street Parcel is currently developed with a 64-space surface parking lot. Emergency access is provided from Second Street.

Police Protection Services

Police Stations, Staffing, and Equipment

The SMPD provides police protection services to the City and maintains mutual assistance programs with the Los Angeles County Sheriff's Department and the City of Los Angeles Police Department. The SMPD is staffed with approximately 211 sworn law enforcement positions and 254 non-sworn administrative and support personnel.[1] The SMPD includes six divisions of law enforcement: Administrative Services, Operations, Special Enforcement, Criminal Investigation, the Animal Control Unit, and the Harbor Unit. The SMPD divides the City into four beats and operates these beats on a 24-hour basis.[2] Patrols are the primary first responder to calls for service and proactive policing.

All of the SMPD operations (with the exception of the jail) operate from the Headquarters located at 333 Olympic Drive adjacent to City Hall, approximately 0.75 miles southeast of the Project Site and a few blocks southwest of the Downtown area within the Civic Center District. There is also one substation, the Pier Substation, located on the Santa Monica Pier at 300 Santa Monica Pier, approximately 0.60 miles southwest of the Project Site. The locations of SMPD Headquarters and the Pier Substation are shown in **Figure 4.16-1**, *Police Station/Substation in the Vicinity of the Project*.

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1 Santa Monica Police Department, About Us, Employee Demographics, Gender, Employee Demographic Report – Gender, October 1, 2018. https://www.santamonicapd.org/uploadedFiles/Police/About_Us/Org_Chart_Content/Employee%20Demographics%20Gender.pdf. Accessed March 5, 2019.

2 City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017.

SOURCE: OpenStreetMap, 2018.

Miramar Hotel Project

Figure 4.16-1
Police Station/Substation in the Vicinity of the Project

ESA

The Project Site is located within Beat 1, which covers the Downtown and beachfront areas. Officers check in to the SMPD Headquarters and go out to patrol their respective beats. SMPD staffing in Beat 1 is variable based on the day of the week and the time of day, as SMPD responds to variable crime rates during these different periods. Almost half the calls in the City come from the Downtown area; therefore, officers from other beats are deployed as needed to answer calls in this area. The SMPD also operates the Downtown Services Unit, which includes non-sworn officers providing special event law enforcement, foot and bike patrol, and heightened presence during weekends and holidays. The Downtown Services Unit works closely with the Downtown Santa Monica Inc. (DTSM) Hospitality and Maintenance Ambassadors[3] as well as private security staff from Downtown businesses to ensure the safety and security of residents, employees, and visitors. Additional officers are assigned along the beach in the vicinity of the Project Site during special events, such as the Twilight Dance Series.

The SMPD is currently well equipped with vehicles and other tactical equipment, though new products or upgrades are continually reviewed and acquired as needed. For example, a Mobile Command Center was purchased in 2015 that provides the SMPD the capability to manage large-scale events or serious tactical incidents from any location with vehicle access. The Mobile Command Center provides key operational capabilities such as communications and technology at the same level as if the command center were located the SMPD Headquarters.[4]

The SMPD resources can be supplemented with additional officers from other jurisdictions during emergency situations and/or conditions of extreme peril. As with all municipal police departments in Los Angeles County, the SMPD participates in the Mutual Aid Operations Plan for Los Angeles County. Further, policing in the City is facilitated through numerous community outreach programs, such as Neighborhood Watch and Business Watch. These programs involve community and officer interaction and encourage residents or members of the business community to become acquainted with one another and to form watch groups. Coordination is through the Community Relations Unit and a Crime Prevention Coordinator.

Additionally, for long-term staffing planning, the SMPD 5-year staffing plan approved by City Council addressed departmental budget, staffing, and equipment needs. This 5-year plan identifies any necessary increases in police personnel levels and equipment enhancing programs, contingent on budgetary constraints.[5]

Calls for Service and Response Times

In 2018, the SMPD responded to 131,144 calls for service, which includes requests for police services made by the public, as well as officer-initiated activity. Response times for calls are based on the type and priority of the call. Calls are prioritized on a scale of 0-5, with 0 being the highest

[3] The Downtown Santa Monica, Inc. is a private non-profit organization that works with the City to manage services and operations in the downtown while promoting economic stability, growth and community life. The DTSC Ambassadors can be recognized by uniform and are trained to provide information, give direction, escort people to and from vehicles and businesses, help visitors find vehicles, aid with vehicle trouble and work with SMPD to located returned lost items.

[4] City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017.

[5] City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017.

priority. In the last quarter of 2018, the average response time for a Priority 0 call was 4.37 minutes.[6] The SMPD determines staffing needs based on both the total number of calls and types of service required, identification of district-specific law enforcement demands, such as traffic control or special enforcement, and community input. Furthermore, SMPD has experienced an increase in calls for service in the Downtown area. As such, the SMPD has started adjusting to increased need for police services in the Downtown area by assigning additional officers to the Downtown Services Unit, thereby maintaining response times at acceptable levels.

Crime Statistics

The prime indicator of crime levels in the City is the number of "Part I" or serious crimes which are reported in two categories: violent and property crimes. Violent crimes include aggravated assault, forcible rape, murder, and robbery. Property crimes include arson, burglary, larceny-theft, and motor vehicle theft. In 2018, the City experienced approximately 5,478 Part I crimes, of which approximately 90 percent were property related crimes.[7] This contrasts with the 5,079 Part I crimes in 2017, of which approximately 86 percent were property related crimes.[8] Violent crimes make up a small portion of the incidents.

4.16.3 Regulatory Framework

4.16.3.1 Regional

Los Angeles Mutual Aid Operations Plan

The Los Angeles Mutual Aid Operations Plan is a formal agreement between every police department in Los Angeles County to ensure a structured response from multiple police departments in the event of an emergency.

4.16.3.2 Local

City of Santa Monica Municipal Code

Santa Monica Municipal Code Section 3.68, Crime Prevention Program, adopts a Comprehensive Crime Prevention program for the City, including teams for crime impact, domestic violence, arson, and other units, to provide law enforcement services, subject to annual review. Provision is also included for review of development plans by the SMPD.

6 City of Santa Monica, Police Response Time: https://statmo.data.socrata.com/stories/s/ei4b-nwcg; Accessed December 19, 2019.

7 Santa Monica Police Incidents Data, Calendar Year 2018; https://data.smgov.net/Public-Safety/Police-Incidents/kn6p-4y74

8 Santa Monica Blog, Understanding Santa Monica's Crime Picture, accessed online at https://www.santamonica.gov/blog/understanding-santa-monica-s-crime-picture

4.16.4 Environmental Impacts

4.16.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G question regarding police protection, a project would have a significant impact on police services if the project would:

POLICE-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

Methodology

The analysis of impacts on police services determines whether existing and planned SMPD police protection services are adequate to serve the Project. It identifies the potential increases in demand for police protection services as a result of development of the Project, and determines the availability and level of existing and planned resources and facilities to meet future demand; and whether the increased demand for police services would require a need for new or physically altered police facilities, the construction of which could cause significant environmental impacts.

Factors that were considered in the analysis of potential impacts on police services include SMPD staffing levels, the range of services provided, the increase in SMPD demand as a result of the Project's population and employment, and safety design features of the Project.

4.16.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

The following mitigation measure from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR would be applicable:

DCP MM PS-2: The City shall require applicants of development projects over a specified square footage in the Downtown to prepare and implement a security plan for common or public spaces, including parking structures/lots, courtyards, other open areas, public or common area walkways stairways and elevators as a condition of their development agreement. The security plan will identify the locations of 911-capable phones in parking garages and other public area, will establish rules and regulations for public use of the courtyard areas, and establish private security patrols for the property. Private security patrols shall work in coordination with the Santa Monica Police Department. The plan shall be subject to review and approval by the SMPD.

4.16.4.3 Project Characteristics

As described in Chapter 2, Project Description, redevelopment of the Hotel Parcel would include the rehabilitation of the historic Palisades Building and construction of the Ocean Building and California Building. Uses would include hotel, retail, restaurants, and residential units. The maximum building height would be 130 feet. All parking would be accommodated in the new subterranean garage. Redevelopment of the Second Street Parcel would include up to 48 residential units in a six-story 60-foot-high building above a subterranean parking structure. The Hotel Parcel and Second Street Parcel would result in a total residential population of 275 people.[9]

As indicated in Section 4.4, Construction Effects, the Project would implement a Construction Impact Mitigation Plan (CIMP) during construction in accordance with PDF CE-1. The CIMP would outline provisions to prevent traffic impacts on the surrounding streets, minimize parking impacts, ensure safety for construction workers and the surrounding community, and provide for coordination with City departments. In addition, the CIMP would ensure emergency access to the Project Site is maintained at all times during construction through well-marked entrances. The CIMP would also outline security provisions during construction, such as temporary security fencing and locked-entry to limit public access.

During operation, the Hotel Parcel would include security features to monitor the safety of on-site guests, residents, and visitors. Specifically, the Project would include a dedicated, 24-hour, on-site department responsible for loss prevention, risk management and health, fire, and life safety, in addition to the services provided by public agencies and departments. The Hotel Parcel security team would consist of a central command post and security staff patrolling the Hotel Parcel. In addition, security cameras would be located throughout the property. Access to residential living and guestroom areas would be either restricted by key card or other mechanism or controlled by uniformed hotel staff. Security staff would maintain a relationship with the SMPD particularly for special events to ensure coordination during emergencies. The Hotel Parcel's publicly accessible open spaces would be controlled by the use of temporary ropes or barriers as needed for events and monitored on a 24-hour basis. Additionally, the Hotel Parcel would maintain a Fire Command System Monitor, elevator control board, master key control board, and building blueprints and maps for use by the SMPD or SMFD in the event of an emergency. Furthermore, an emergency response plan would be prepared in case of earthquake, fire, flood and wind to assist guests/residents and coordinate with City departments and regional public agencies.

During operation the Second Street Parcel, all exterior access doors and gates of the affordable housing project are anticipated to be controlled entry via use of card keys or key fobs. Access to the parking is anticipated to be via a driveway with an overhead security gate that would be closed with access via remote controller.

[9] Based on 2.41 persons/condominium, 1.39 persons/1-bedroom affordable unit and 3.43 persons /2- and 3-bedroom affordable units. See subsection 6.6.9, Population and Housing, of this EIR for more detail.

4.16.4.4 Project Impacts

POLICE 1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

Impact Statement POLICE-1: *The Project would add new residential and commercial uses that would increase demand for police protection services. The increase in demand for services would be partially off-set through site security features and would not require new or physically altered police service facilities the construction of which could cause significant environmental impacts. Therefore, the impact of the Project would be less than significant.*

Construction

Construction of the Project has the potential to increase calls for police services due to potential occurrences of theft, vandalism, and trespassing incidents. In order to reduce calls for SMPD services during construction, the Project would implement a CIMP, which would outline security provisions during construction, such as temporary security fencing, and locked-entry to limit public access. Therefore, construction impacts as they relate to increased demand for police services during construction of the project would be less than significant.

Operation

The Project would redevelop the existing Hotel parcel with new hotel, residential, and commercial uses and develop the Second Street parcel with new residential uses. The Project would develop 60 market rate units and 48 affordable units resulting in a total residential population of 275 people. In addition, the Project would result in a net increase of 11 hotel rooms, as well as a net increase of approximately 5,365 square feet of retail space and approximately 6,109 square feet of food/beverage outlets. The increase in residential and nonresidential/visitor population to the Project Site could create an increase in the demand for police protection services, particularly at the Hotel Parcel. The Project's anticipated total of ~~149~~275 residents would comprise approximately ~~0.16~~0.3 percent of the City's existing population of approximately 92,300.[10] The increase in population at the Hotel Parcel and Second Street Parcel, along with the increase in visitors and employees at the Hotel Parcel, could result in additional calls for SMPD service.

As previously described, security features for the Hotel Parcel would be provided to monitor the safety of on-site guests, residents, and visitors and minimize police demand. These security features would include a dedicated, 24-hour, on-site security department; security cameras; controlled access; and emergency response plan. Furthermore, due to the size of the Project (a net increase of 11 hotel rooms and a net increase in retail and restaurant floor area) and to ensure maximum site security and reduce the demand for SMPD services, the applicant would prepare a security plan for common or public spaces as required by DCP MM PS-2, which would serve to reduce impacts on

[10] Population is based on: https://censusreporter.org/profiles/16000US0670000-santa-monica-ca/ accessed on July 10, 2019.

police services by deterring criminal activity within common or public spaces at and immediately adjacent to the Project Site. In the event of an on-site incident requiring SMPD services, officers on patrols in Beat 1 would respond. Emergency response through traffic congestion is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, and use of alternate routes. Multiple routes exist to the Project Site given the grid patterns of the local street system so that SMPD would be able to respond during an emergency incident.

The SMPD evaluates the need for improvements and increased staffing levels on an ongoing basis as part of its biennial budgeting process, with budgets increasing in recent years to keep up with demand. Specifically, funds are allocated as necessary towards the Capital Improvements Program for the purchase of new equipment/expanded facilities and towards operating budget for new staff. For example, the City has been able to address increasing demand for services by providing the recently purchased Mobile Command Center that provides key operational capabilities such as communications and technology as needed at locations outside of the headquarters.

Therefore, with the proposed on-site security and the security plan required by DCP MM PS-2, impacts on police protection services would be less than significant.

The Project's potential increase in demand for police services would be minimal, and would not require new or expanded police protection facilities, given: (1) the implementation of a security plan as required by DCP MM PS-2; (2) the relatively small size of the Project's increase in total service population; (3) the City's ongoing responsiveness to policing needs through its budgeting process; (4) Project design/security features that would enhance safety (e.g., dedicated, 24-hour, on-site department responsible for loss prevention, risk management and health, fire, and life safety) and help reduce police protection service demand; and (5) the City's proactive safety programs, implemented via SMMC Section 3.68 (Comprehensive Crime Prevention program that addresses crime prevention and law enforcement services, and SMPD review of development projects for the inclusion of design features that facilitate service provision and support public safety). Therefore, impacts on police services would be less than significant.

4.16.4.5 Cumulative Impacts

The geographic scope of the cumulative police protection analysis encompasses the City (i.e., the service area for the SMPD) and the Downtown in particular. The Project, in combination with the cumulative projects located within the City, would result in additional population and commercial land uses that would increase calls for police protection services provided by SMPD, resulting in a need for additional SMPD staffing, equipment, and facilities over time.

The SMPD evaluates the need for improvements and additional staff on an ongoing basis as part of its budgeting process, allocating funds as necessary towards the Capital Improvements Program and operating budget. The SMPD is funded through general fund revenues and pier fund revenue generated by property, sales and transient occupancy taxes, all of which are expected to increase as a result of new development.

In addition, the DCP EIR certified in 2017 analyzed the effects of cumulative growth on police services in the Downtown through 2030 and determined that impacts associated with development in the Downtown would be less than significant. DCP MM PS-2 requires that applicants for larger development project prepare and implement security plans. The mitigation measure specifies factors to be considered in the preparation of the security plan, inclusive of private security patrols working in coordination with the SMPD. City review of projects, the provision of security plans as required for larger developments within the Downtown, along with funding for increases in staffing, in concert with the availability of existing police facilities, would avoid the need for new facilities or physically altered police service facilities, the construction of which could cause significant environmental impacts. Through this process, cumulative demand for police services would be managed, and the Project, in combination with cumulative projects, would not result in a significant cumulative impact

Further, as described above, the impacts of the Projects on police services would be less than significant with the on-site security that would be provided and the implementation of the security plan required by DCP MM PS-2. For these reasons, the contribution of the Project would not be cumulatively considerable and cumulative impacts on police services would be less than significant.

4.16.5 Mitigation Measures

DCP Mitigation Measures

The Project shall implement DCP MM PS-2, which requires that projects over a specified square footage shall be required to prepare and implement a security plan for common or public spaces, including parking structures/lots, courtyards, other open areas, public or common area walkways stairways and elevators as a condition of their development agreement, as previously described in subsection 4.16.4.2.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.16.6 Level of Significance After Mitigation

With the implementation of DCP MM PS-2, impacts related to police protection would be less than significant level.

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4.17 Transportation

4.17.1 Introduction

This section analyzes the potential transportation impacts associated with construction and operation of the Project. This section is based a Transportation Impact Analysis (TIA) prepared for the Project by Fehr & Peers (Fehr & Peers 2020), which is included as Appendix L of this EIR. For a discussion of parking, please refer to Chapter 6, Other CEQA Considerations, Section 6.7, Parking.

4.17.2 Environmental Setting

As indicated in Figure 2-1 in Chapter 2, *Project Description*, of this EIR, the Project Site is located in the City of Santa Monica (City), in the western portion of Los Angeles County. Specifically, the Hotel Parcel is located at 1133 Wilshire Boulevard/101 Wilshire Boulevard and is bordered by Wilshire Boulevard, Ocean Avenue, California Avenue, and 2nd Street. The Second Street Parcel is located at 1127/1129 2nd Street and is bordered by 2nd Street to the west.

Vehicular access to the Hotel Parcel is currently provided from entrances on Wilshire Boulevard and Ocean Avenue. On Wilshire Boulevard, there are two curb cuts separated by a decorative metal fence/sign and a landscaped median. Vehicles enter the Project Site via the east curb cut, follow the circular driveway around the Moreton Bay Fig Tree, and return to Wilshire Boulevard via the west curb cut. The Wilshire Boulevard driveway is used during normal hotel operations. The hotel's valet parking operation moves to the Ocean Avenue entrance (a semi-circular driveway located in front of the Ocean Tower with ingress via the south curb cut and egress via the north curb cut) when the Wilshire Boulevard entrance is otherwise unavailable. This is the case when outdoor special events are held under the Moreton Bay Fig Tree approximately 50-70 times a year. The Ocean Avenue entrance is not staffed with valets during normal hotel operations (when the Wilshire Boulevard driveway is open). There are 103 existing surface parking spaces on the Hotel Parcel located in two surface parking lots. The Second Street Parcel provides 64 additional surface parking spaces that are utilized by the hotel's valet parking operation and some manager parking. In addition, the existing hotel has a covenant that "runs with the land" to utilize 60 spaces in the privately owned parking garage located at 120 Wilshire Boulevard through 2053; this covenant remains in effect even if this building is sold, refinanced or redeveloped through 2053. This parking covenant provides for parking after 7:00 P.M. during weekdays and during all hours on weekends and holidays. The 60 spaces at 120 Wilshire Boulevard are utilized only by hotel valet parking operations when guest and visitor parking demand exceeds available supply at the Hotel Parcel and Second Street Parcel. Under existing conditions, nearly all employees and visitors who do not utilize the valet or the existing on-site parking park in on-street spaces in the surrounding neighborhood or within public parking garages. The 103 parking spaces on the Hotel Parcel fill-up regularly, and hotel valets must leave the Hotel Parcel at the Wilshire Boulevard exit in order to find parking at the Second Street Parcel or the 120 Wilshire Boulevard garage.

4.17.2.1 Existing Transportation System

Regional Freeway and Street System

As indicated in Figure 2-1, regional access to and from the Project Site is provided via nearby arterials and freeways. The Pacific Coast Highway (PCH) is located at the foot of the Palisades bluff at the west edge of Ocean Avenue, just to the west of the Hotel Parcel. The California Incline (at California Avenue) provides direct access to PCH, and PCH in turn, provides access to the Sana Monica Freeway (I-10), which is located approximately 0.75 miles southeast of the California Incline, and the Pacific Palisades community to the north. The Hotel Parcel is located on Wilshire Boulevard, a major east-west arterial with an interchange at the San Diego Freeway (I-405), approximately four miles to the east of the Hotel Parcel. Wilshire Boulevard also intersects 4th Street, 5th Street and Lincoln Boulevard, which provide direct access to the I-10 approximately 0.75 miles southeast of the Hotel Parcel.

Local Street Network

As indicated in Figure 2-1, local automobile access to the Project Site is provided via Wilshire Boulevard, Ocean Avenue, California Avenue, and 2nd Street. Below is a description of the nearby streets surrounding the Project Site:

- California Avenue is a one-lane east-west roadway that provides surface street access to the Downtown. California Avenue fronts 350 feet of the northern edge of the Project Site.
- 2nd Street is a one-lane north-south roadway that serves as a key entrance to California Avenue and Wilshire Boulevard. 2nd Street fronts the site for about 600 feet of the eastern edge of the Hotel Parcel and 120 feet of the western edge of the Second Street Parcel.
- Wilshire Boulevard is a two-lane east-west roadway that also provides surface street access to the Downtown. Wilshire Boulevard fronts the site for about 350 feet, with two existing driveways accessing the Project Site.
- Ocean Avenue is a two-lane north-south roadway that runs along the western edge of the City of Santa Monica. Ocean Avenue fronts 600 feet of the eastern edge of the Project Site.

Public Transit Service

Santa Monica's Big Blue Bus and the Los Angeles County Metropolitan Transportation Authority (Metro) provide a dense network of public transit service throughout the study area. The Project Site is directly accessible via transit from most of Santa Monica and much of the Los Angeles metropolitan area including Downtown Los Angeles, University of California Los Angeles (UCLA)/West Los Angeles, Century City, Los Angeles International Airport (LAX), Venice, Culver City.

The Project Site is located approximately 0.5 miles north of the Downtown Santa Monica Station of the Exposition Light Rail (Expo LRT) line, which is the western terminus of the line. The Downtown Santa Monica Station is located at 4th Street/Colorado Avenue. The Expo LRT began operation in Santa Monica in May 2016, connecting Santa Monica through West Los Angeles to Culver City and continuing to downtown Los Angeles. The Expo LRT line makes 19 stops including the Downtown Santa Monica station and connects with other Metro rail service in

downtown Los Angeles. The Expo LRT line runs every six to eight minutes during peak periods and every 12 to 20 minutes during off-peak periods. A new connecting line along Crenshaw Boulevard is under construction and will open in 2020, providing service south towards LAX and connecting with the Metro Green Line.

Additionally, the following six fixed-route bus lines operate within 1/4 mile of the Project Site:

- Big Blue Bus Line 2 (Wilshire Boulevard) - Line 2 runs from the Civic Center through downtown Santa Monica to UCLA. Headways are approximately 15-20 minutes. The stop closest to the Project Site is at 4th Street & Wilshire Boulevard.
- Big Blue Bus Line 3/Rapid 3 (Lincoln Boulevard) - Line 3 runs from the Metro Green Line/Aviation Station along Lincoln Boulevard to downtown Santa Monica via Lincoln Boulevard and 4th Street. Headways are approximately 10 minutes during weekday and weekend peak periods and 15-20 minutes off-peak. The stop closest to the Project Site is at 4th Street & Wilshire Boulevard.
- Big Blue Bus Line 5 (Olympic Boulevard) - Line 5 runs between downtown Santa Monica and Century City via Colorado Avenue and Olympic Boulevard and continues from Century City to the Palms Expo Line Station. Headways are every 20-30 minutes during the weekday. The stop closest to the Project Site is on 4th Street and East of Wilshire Boulevard.
- Big Blue Bus Line 9 (Pacific Palisades) - Line 9 runs from the Civic Center through downtown Santa Monica to Pacific Palisades. In the study area, Line 9 operates on 4th Street with headways of 30 minutes during the weekday and weekend peak hours. The stop closest to the Project Site is on 4th Street & Wilshire Boulevard.
- Metro Line 20/Rapid 720 (Wilshire Boulevard) - Line 20/720 operates on Wilshire Boulevard between Santa Monica and Downtown Los Angeles. Rapid 720 service is limited-stop operating throughout the day with 10-minute headways in the peak period and peak direction and approximately 15-20 minute headways at other times. Overnight, local service on Line 20 operates on approximately 20-30 minute headways after BBB Line 2 ceases operation. The stop closest to the Project Site is on 2nd Street at Wilshire Boulevard.
- Metro Line 33/Rapid 733 (Venice Boulevard) - Line 33/733 provides service on Venice Boulevard and Main Street between Santa Monica and Downtown Los Angeles. The Rapid 733 operates with 15-20 minute headways throughout the day. Line 33 extends local service along Main Street to Santa Monica from Venice during the late evening and overnight periods. The closest stop to the Project Site is on 2nd Street at Santa Monica Boulevard.

Bicycle Facilities

Downtown Santa Monica has a dense network of bicycle facilities, including some immediately adjacent to the Project Site. Bicycle lanes extend in both directions on California Avenue from Ocean Avenue to 17th Street, and then on Ocean Avenue on both sides from Wilshire Boulevard to California Avenue. The existing bicycle facilities within 1/2 mile of the Project Site are listed below:

- Ocean Avenue between San Vicente Boulevard and Bicknell Avenue
- 2nd Street between Montana Avenue and Colorado Avenue, serving the City's Bike Center
- Main Street between Colorado Avenue and the Santa Monica southern city boundary

- 6th Street between Montana Avenue and Colorado Avenue
- 7th Street between Wilshire Boulevard and Olympic Boulevard
- Broadway between 5th Street and Centinela Avenue
- California Avenue between Ocean Avenue and 26th Street
- The California Incline includes a two-way cycletrack with a connecting bridge across PCH for beach access
- Arizona Avenue between Ocean Avenue and the eastern city limit
- 11th Street between Olympic Boulevard and Wilshire Boulevard

In addition to these facilities, the City has recently marked various streets in the Downtown area as shared-vehicle/bicycle lanes and included bicycle detection zones at signalized intersections. These lanes have been painted with "sharrow" markings. Streets with these markings include 4th Street, Broadway, and Colorado Avenue. Additional designated future bicycle routes with shared lane marking are proposed in the City's 20-Year Bicycle Implementation Plan. A number of intersections in downtown Santa Monica have also been equipped with bicycle detection cameras.

A review of 2019 weekend peak hour bicycle counts in the Project vicinity shows that cycling activity is highest at Ocean Avenue and California Avenue. The bicycle counts for four intersections are listed below:

- Ocean Avenue & California Avenue: 155
- Ocean Avenue & Wilshire Boulevard: 85
- 2nd Street & Wilshire Boulevard: 39
- 3rd Street & Wilshire Boulevard: 42

Bicycle parking is available throughout the study area, including in many parking structures, on-street racks, and at public and private facilities. For example, indoor bicycle parking and lockers are provided in Parking Structures Nos. 1, 3, 5, 6, and 7 in Downtown. The City continues to install racks throughout the Downtown. In addition, the Bike Center, located on Colorado Avenue at Parking Structure 8 of the Santa Monica Place Shopping Center provides secure bike parking and a variety of mobility services, including retail, bike repair, bike rental, attended bike parking, public information on alternative transportation, and a variety of additional related service.

The City also offers the Breeze Bike Share service, which allows residents, visitors, and employees to ride a public bicycle for their travel needs within the City. The bikeshare program makes several hundred "smart" bicycles available at more than 80 stations citywide including Downtown and in neighboring Venice (City of Los Angeles).

Pedestrian Facilities

Pedestrian activity is high in the Downtown, and sidewalks are present on all streets throughout the Downtown. In 2016, the City converted pedestrian crossings and signals at the following

Downtown intersections to "scramble" types, in which pedestrians are given an exclusive phase to cross in any direction while vehicles hold:

- Ocean Avenue & Colorado Boulevard
- 2nd Street & Wilshire Boulevard
- 2nd Street & Arizona Avenue
- 2nd Street & Santa Monica Boulevard
- 2nd Street & Broadway
- 2nd Street & Colorado Avenue
- 3rd Street & Wilshire Boulevard
- 4th Street & Wilshire Boulevard
- 4th Street & Arizona Avenue
- 4th Street & Santa Monica Boulevard
- 4th Street & Broadway
- 4th Street & Colorado Avenue

Santa Monica also recently updated many other traffic signals in the study area to include a "leading pedestrian interval" (LPI), which holds all vehicle movements (red signal) for several seconds at the start of a pedestrian phase to improve safety by giving pedestrians a head start and improve their visibility to motorists. Signals (other than those listed above) along Wilshire Boulevard, Ocean Avenue, and elsewhere have been updated with LPIs since 2017. The new LPI timings are incorporated in this analysis.

Signalized intersections throughout the study area have marked or textured crosswalks and pedestrian countdown signals. Signalized pedestrian walk signals are either automatic at the intersection or actuated by pedestrians by push-button. All intersections have accessible curb ramps.

A review of 2019 weekend peak hour pedestrian counts in the Project vicinity shows that walking activity is highest at Ocean Avenue and California Avenue. The pedestrian counts for four intersections are listed below:

- Ocean Avenue & California Avenue: 877
- Ocean Avenue & Wilshire Boulevard: 461
- 2nd Street & Wilshire Boulevard: 728
- 3rd Street & Wilshire Boulevard: 711

Other Transportation Choices (e.g., Shared Mobility Technologies)

The growth of privately operated Transportation Network Companies (TNCs) like Lyft and Uber has also changed the way people move in and around the City. TNC's provide app-based platforms to connect passengers with drivers who use personal, non-commercial vehicles. Lyft and Uber have become the most recognized and ubiquitous forms of shared mobility.

Additionally, since late 2017, the City has seen the burgeoning of dockless mobility devices, including Bird and Lime electric scooters and bikes, on City streets. These dockless mobility devices have taken off in Santa Monica and the region. Dockless systems allow scooters and bikes to be left in any location. In June 2018 the City adopted new regulations to address safety concerns associated with dockless mobility devices. Their influence is included in existing count data of bicycles, but no assumption of changes to mobility behavior (e.g., reduction in driving)

are included in the analysis of future traffic conditions given the new and rapidly changing circumstances. Consequently, the vehicular trip generation provided below is considered conservative.

4.17.2.2 Existing Traffic Volumes

Study Intersections and Street Segments

In consultation with the City and the City of Los Angeles Department of Transportation, 51 intersections and 11 street segments were selected for analysis as identified in **Figure 4.17-1**, *Study Intersections and Street Segments*. Of the 51 study intersections, 43 are signalized and eight are unsignalized (stop-controlled). These intersections and street segments were selected for analysis because they would most likely be affected by the Project under existing and cumulative conditions based on their locations on anticipated access routes between the Project Site and surrounding city and region. Of the 51 intersections, 49 are in the City of Santa Monica and two have shared jurisdiction between the California Department of Transportation (Caltrans) and the City of Los Angeles, with the majority classified as Arterial intersections. Thirty-three of the study intersections are classified as Arterial intersections, and 18 are classified as Collector intersections. The lane geometrics and stop controls at the study intersections are identified in Appendix B1 of the TIA (Appendix L of this EIR).

Traffic counts for intersections and roadway segments were collected by the City in fall 2017. Counts were collected when school was in normal session during the weekday AM and PM peak periods (7:30-9:30 AM and 4:00-6:00 PM, respectively) and in summer 2017 and 2018 for the weekend midday period (1:00-5:00 PM). These counts are considered representative of conditions at the time of the NOP. The highest one-hour volume in each period at each intersection was selected for analysis. The existing weekday AM and PM peak hour and weekend midday peak hour traffic counts at each of the study intersections are included in Appendix B1 of the TIA (Appendix L of this EIR), and the existing average daily traffic (ADT) traffic volumes at the study street segments are included in Table 4.17-4.

4.17.2.3 Existing Intersection Operations

Intersection operations are analyzed at the 51 existing study intersections identified in Figure 4.17-1. Baseline traffic conditions at each of the intersections was determined by taking the traffic counts (discussed above) and evaluating the resulting level of service (LOS) at the intersections (discussed below).

Figure 4.17-1 Study Intersections and Street Segments

Level of Service Methodology

LOS measures vehicle delay at intersections and on roadways, including delay to all roadway users, including but not limited to passenger vehicles, taxis, trucks, and buses. LOS is a method for characterizing the operational conditions at an intersection generally accounting for measures such as speed, delays, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

In accordance with the City of Santa Monica's adopted LOS analysis methodology, the "Operational Analysis" method from the Highway Capacity Manual (HCM) was employed to perform signalized intersection LOS analysis at the study intersections. This method determines the average stopped delay experienced per vehicle and the volume-to-capacity (V/C) ratio at intersections. Both metrics are based on the amount of traffic traveling through the intersection, the turning movements of that traffic, the lane geometries, and other factors affecting capacity such as pedestrian volumes at the street crosswalks. These characteristics are used to evaluate the operation of each signalized intersection, which is described generally in terms of LOS.

LOS Definition

LOS categories range from excellent, nearly free-flow traffic at LOS A to overloaded, stop-and-go conditions at LOS F. **Table 4.17-1**, *Level of Service Definitions for Signalized Intersections*, provides LOS definitions for signalized intersections using the HCM 2010 methodology. **Table 4.17-2**, *Level of Service Definitions for Unsignalized Stop-Controlled Intersections*, provides LOS definitions for unsignalized study intersections analyzed.

TABLE 4.17-1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

SOURCE: *Highway Capacity Manual,* Transportation Research Board, 2010.

TABLE 4.17-2
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED STOP-CONTROLLED INTERSECTIONS

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

SOURCE: Highway Capacity Manual, Transportation Research Board, 2010.

Existing Levels of Service

The results of the analysis of existing weekday AM and PM conditions at the study intersections using the HCM 2010 methodology are summarized in **Table 4.17-3**, *Existing (2017) Intersection Level of Service*. As shown, of the 51 study intersections the following eight study intersections currently operate at poor conditions (LOS E or F) during at least one of the analyzed peak hours:

1. Palisades Beach Road (PCH) & California Incline (LOS E during the AM and weekend peak hours)
3. Ocean Avenue & California Avenue (LOS F during the PM and weekend peak hours)
14. 2nd Street & Wilshire Boulevard (LOS E during the PM peak hour, LOS F during the weekend peak hour)
16. 2nd Street & Santa Monica Boulevard (LOS F during the PM peak hour, LOS E during the weekend peak hour)
19. Main Street & Olympic Drive (LOS F during the AM peak hour, LOS E during the weekend peak hour)
47. Lincoln Boulevard & Colorado Avenue (LOS E during the AM peak hour)
48. Lincoln Boulevard & I-10 Westbound Off-Ramp (LOS F during the AM peak hour, LOS E during the PM peak hour)
51. PCH & Channel Road/Chautauqua Boulevard (LOS F during the AM peak hour, LOS E during the PM and weekend peak hours)

TABLE 4.17-3
EXISTING (2017) INTERSECTION LEVEL OF SERVICE

No	Intersection	Peak Hour	Existing (2017) V/C	Existing (2017) Delay [a]	Existing (2017) LOS
1	Palisades Beach Road (PCH) & California Incline	AM	1.347	77	E
		PM	0.890	37	D
		WKND	1.121	79	E
2	Ocean Avenue & Montana Avenue	AM	0.365	8	A
		PM	0.350	10	A
		WKND	0.367	10	A
3	Ocean Avenue & California Avenue	AM	0.798	54	D
		PM	1.031	- [b]	F
		WKND	1.109	- [b]	F
4	Ocean Avenue & Wilshire Boulevard	AM	0.291	12	B
		PM	0.383	22	C
		WKND	0.387	27	C
5	Ocean Avenue & Arizona Avenue	AM	0.253	7	A
		PM	0.360	13	B
		WKND	0.345	13	B
6	Ocean Avenue & Santa Monica Boulevard	AM	0.295	9	A
		PM	0.435	30	C
		WKND	0.470	41	D
7	Ocean Avenue & Broadway	AM	0.345	7	A
		PM	0.539	34	C
		WKND	0.559	39	D
8	Ocean Avenue & Colorado Avenue	AM	0.357	24	C
		PM	0.491	42	D
		WKND	0.439	33	C
9	Ocean Avenue & Moomat Ahiko Way/(PCH Ramps)	AM	0.436	25	C
		PM	0.520	24	C
		WKND	0.447	25	C
10	Ocean Avenue & Olympic Drive	AM	0.400	11	B
		PM	0.543	14	B
		WKND	0.523	33	C
11	Ocean Avenue & Pico Boulevard	AM	0.489	20	B
		PM	0.572	39	D
		WKND	0.480	30	C
12	2nd Street & Washington Avenue	AM	0.189	9	A
		PM	0.210	9	A
		WKND	0.200	9	A
13	2nd Street & California Avenue	AM	0.364	10	A
		PM	0.430	12	B
		WKND	0.468	12	B
14	2nd Street & Wilshire Boulevard	AM	0.328	30	C
		PM	0.379	64	E
		WKND	0.617	- [b]	F

No	Intersection	Peak Hour	Existing (2017) V/C	Delay [a]	LOS
15	2nd Street & Arizona Avenue	AM	0.308	29	C
		PM	0.387	29	C
		WKND	0.344	29	C
16	2nd Street & Santa Monica Boulevard	AM	0.360	29	C
		PM	1.007	80	F
		WKND	0.789	60	E
17	2nd Street & Broadway	AM	0.341	28	C
		PM	0.270	27	C
		WKND	0.328	29	C
18	2nd Street & Colorado Avenue	AM	0.283	35	C
		PM	0.307	35	C
		WKND	0.362	36	D
19	Main Street & Olympic Drive	AM	0.679	94	F
		PM	0.362	22	C
		WKND	0.588	71	E
20	3rd Street & California Avenue	AM	0.377	10	B
		PM	0.328	10	A
		WKND	0.403	11	B
21	3rd Street & Wilshire Boulevard	AM	0.159	13	B
		PM	0.234	19	B
		WKND	0.284	15	B
22	4th Street & Montana Avenue	AM	0.274	7	A
		PM	0.304	8	A
		WKND	0.283	8	A
23	4th Street & Washington Avenue	AM	0.403	11	B
		PM	0.416	11	B
		WKND	0.286	10	A
24	4th Street & California Avenue	AM	0.332	7	A
		PM	0.325	8	A
		WKND	0.305	8	A
25	4th Street & Wilshire Boulevard	AM	0.280	27	C
		PM	0.285	28	C
		WKND	0.317	28	C
26	4th Street & Arizona Avenue	AM	0.295	26	C
		PM	0.343	29	C
		WKND	0.352	29	C
27	4th Street & Santa Monica Boulevard	AM	0.285	23	C
		PM	0.266	28	C
		WKND	0.296	29	C
28	4th Street & Broadway	AM	0.377	34	C
		PM	0.472	39	D
		WKND	0.462	40	D
29	4th Street & Colorado Avenue	AM	0.281	15	B
		PM	0.400	21	C
		WKND	0.392	21	C

No	Intersection	Peak Hour	Existing (2017) V/C	Existing (2017) Delay [a]	Existing (2017) LOS
30	4th Street & I-10 Freeway Westbound Off-Ramp	AM	0.681	37	D
		PM	0.557	29	C
		WKND	0.440	26	C
31	4th Street & I-10 Freeway Eastbound On-Ramp	AM	0.552	39	D
		PM	0.542	24	C
		WKND	0.514	43	D
32	5th Street & California Avenue	AM	0.326	10	A
		PM	0.448	12	B
		WKND	0.382	11	B
33	5th Street & Wilshire Boulevard	AM	0.275	16	B
		PM	0.384	17	B
		WKND	0.379	15	B
34	5th Street & Arizona Avenue	AM	0.262	20	B
		PM	0.291	21	C
		WKND	0.446	24	C
35	5th Street & Santa Monica Boulevard	AM	0.271	24	C
		PM	0.356	22	C
		WKND	0.348	23	C
36	5th Street & Broadway	AM	0.330	24	C
		PM	0.359	22	C
		WKND	0.379	21	C
37	5th Street & Colorado Avenue	AM	0.297	21	C
		PM	0.387	22	C
		WKND	0.378	23	C
38	6th Street & California Avenue	AM	0.318	10	A
		PM	0.392	11	B
		WKND	0.390	10	B
39	7th Street & Montana Avenue	AM	0.750	32	C
		PM	0.690	22	C
		WKND	0.761	30	C
40	7th Street & California Avenue	AM	0.477	13	B
		PM	0.564	14	B
		WKND	0.460	14	B
41	Lincoln Boulevard & Montana Avenue	AM	0.433	11	B
		PM	0.493	9	A
		WKND	0.468	9	A
42	Lincoln Boulevard & California Avenue	AM	0.786	28	D
		PM	0.827	22	C
		WKND	0.863	24	C
43	Lincoln Boulevard & Wilshire Boulevard	AM	0.436	22	C
		PM	0.435	22	C
		WKND	0.487	22	C
44	Lincoln Boulevard & Arizona Avenue	AM	0.882	47	D
		PM	0.700	30	C
		WKND	0.635	28	C

No	Intersection	Peak Hour	Existing (2017) V/C	Existing (2017) Delay [a]	Existing (2017) LOS
45	Lincoln Boulevard & Santa Monica Boulevard	AM	0.474	24	C
		PM	0.555	26	C
		WKND	0.576	29	C
46	Lincoln Boulevard & Broadway	AM	0.533	28	C
		PM	0.574	29	C
		WKND	0.622	32	C
47	Lincoln Boulevard & Colorado Avenue	AM	0.499	64	E
		PM	0.483	49	D
		WKND	0.584	44	D
48	Lincoln Boulevard & I-10 Freeway Westbound Off-Ramp	AM	0.941	88	F
		PM	0.682	39	D
		WKND	0.821	52	D
49	Lincoln Boulevard & I-10 Freeway Eastbound On-Ramp	AM	0.797	35	D
		PM	0.540	30	C
		WKND	0.750	36	D
50	PCH & Entrada Drive	AM	0.835	19	B
		PM	0.700	6	A
		WKND	0.610	6	A
51	PCH & Chautauqua Boulevard/Channel Road	AM	1.015	99	F
		PM	0.893	58	E
		WKND	0.942	77	E

4.17.2.4 Existing Street Segment Traffic Volumes

This EIR also analyzes the Project's potential impacts on the operations of the 11 study street segments identified in Figure 4.17-1. **Table 4.17-4**, *Existing (2017) Street Segment Operations*, provides the existing average daily traffic (ADT) volumes of the 11 study street segments.

TABLE 4.17-4
EXISTING (2017) STREET SEGMENT OPERATIONS

No.	Segment	Analyzed Classification	Existing ADT Weekday	Existing ADT Weekend
Ocean Avenue				
1	North of California Avenue	Collector	13,592	13,579
2nd Street				
2	Between Wilshire Boulevard and California Avenue	Feeder	4,718	5,397
3	between California Avenue and Washington Avenue	Feeder	3,065	3,347
4th Street				
4	Between Wilshire Boulevard and California Avenue	Collector	7,045	5,718
5	between California Avenue and Washington Avenue	Collector	5,536	4,785

No.	Segment	Analyzed Classification	Existing ADT	
			Weekday	Weekend
7th Street				
6	Between Wilshire Boulevard and California Avenue	Collector	5,476	3,926
7	Between Washington Avenue and Idaho Avenue	Collector	5,211	4,577
California Avenue				
8	Between Ocean Avenue and 2nd Street	Local	5,611	6,679
9	Between 2nd Street and 3rd Street	Local	5,812	6,099
10	Between 3rd Street and 4th Street	Local	5,653	5,944
11	Between 4th Street and 5th Street	Local	4,717	5,220

SOURCE: Fehr & Peers, 2020 (Table 16).

4.17.3 Regulatory Framework

4.17.3.1 Federal Regulations

Americans with Disabilities Act

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (USC), beginning at Section 12101. Title III prohibits discrimination on the basis of disability in places of public accommodation (i.e., businesses and non-profit agencies that serve the public) and commercial facilities (i.e., other businesses). This regulation includes Appendix A to Part 36, Standards for Accessible Design, which establishes minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warning for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

4.17.3.2 State Plans and Regulations

Parking Cash Out

Parking Cash Out, Assembly Bill (AB) 2109, requires employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead. In return for giving up their parking space, the employer pays the employee the cost of the parking space. The City of Santa Monica is the first city in the nation to implement a mandatory Parking Cash-Out Program.

Global Warming Solutions Act of 2006

With the passage of the Global Warming Solutions Act (AB 32 and SB 32), the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020, and to 40% below the 1990 level by 2030. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32 and SB 32 (refer to Section 4.9, *Greenhouse Gas Emissions*, of this EIR). The City of Santa Monica Land Use and Circulation Element (LUCE) proactively incorporates strategies for integrated land use and transportation planning

that achieve a per capita GHG reduction, VMT reduction, and trip reduction that would further the City's efforts to meet the statewide policy intent of this legislation.

Senate Bill 375

The adoption of Senate Bill (SB) 375 (Steinberg, Chapter 728, Statutes of 2008) on September 30, 2008 aligns the goals of regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) within their regional transportation plan to demonstrate the achievement of greenhouse gas reduction targets. In compliance with SB 375, the Southern California Association of Governments (SCAG) has adopted a SCS, which covers all of the City of Santa Monica as well as other cities and counties.

Senate Bill (SB) 743

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to 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. SB 743 adds Chapter 2.7: *Modernization of Transportation Analysis for Transit Oriented Infill Project* to the CEQA Statute (Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

In addition, SB 743 mandates that the Office of Planning and Research (OPR) develop alternative metric(s) for determining impacts relative to transportation to replace the use of LOS in CEQA documents. In the past, environmental review of transportation impacts under CEQA focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity such as widening a roadway or the size of an intersection, which in turns encourages more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking. Under SB743, the alternative metric shall promote the State’s goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations.

Pursuant to the mandate in SB 743, OPR adopted the revised CEQA Guidelines in December 2018, recommending the use of VMT for analyzing transportation impacts under CEQA. Specifically, Section 15064.3 was added to CEQA Guidelines, which states “generally, vehicle miles traveled is the most appropriate measure of transportation impacts”. Additionally, OPR adopted *Updates to Technical Advisory on Evaluating Transportation Impacts in CEQA*, to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular projects. While

OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines, § 15064.7, subd. (c).)

The updated CEQA Guidelines apply prospectively, meaning that projects such as the Project are not currently required to incorporate VMT as the primary transportation impact metric. Under SB 743, lead agencies have until July 1, 2020 to develop and adopt new analytical procedures and threshold criteria to implement VMT as the primary transportation impact metric. Furthermore, the NOP for the Project was issued on June 28, 2018, and the CEQA Guidelines were updated in December 2018. The City of Santa Monica has not yet adopted local VMT significance thresholds and is in the process of updating its CEQA transportation review process in conformance with SB743. As such, this EIR provides an analysis of LOS for the Project for assessing significance of transportation related affects. Should the City adopt new significance thresholds based on VMT, the thresholds would apply prospectively to future projects (i.e., pending projects such as the Project would not be subject to the new thresholds). However, for informational purposes, a VMT analysis for the Project is provided in this section.

4.17.3.3 Regional Plans and Regulations

Southern California Association of Governments 2016–2040 Regional Transportation/Sustainable Communities Strategy (2016 RTP/SCS)

The Southern California Association of Governments (SCAG) is the designated MPO for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for regional transportation, land use and growth management, hazardous waste management, and air quality. Santa Monica is one of many jurisdictions comprising the SCAG.

On April 7, 2016, SCAG's Regional Council adopted the 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. The 2016 RTP/SCS includes nine goals that pertain to economic development, mobility, accessibility, travel safety, productivity of the transportation system, protection of the environment and health through improved air quality, energy efficiency, and land use and growth patterns that complement the state and region's transportation investments, and security of the regional transportation system.

The RTP/SCS provides goals and policies to minimize increases in regional traffic congestion by focusing growth, density, and land use intensity within existing urbanized area. The RTP/SCS encourages local jurisdictions to accommodate future growth near high quality transit areas (HQTA) to reduce VMT, congestion, and greenhouse gas (GHG) emissions. Exhibit 5.1 of the 2016 RTP/SCS identifies the Project Site as being located a High Quality Transit Area (HQTA).

Los Angeles County Congestion Management Plan

The Congestion Management Program (CMP) is a 1990 era state-mandated performance-based planning program that attempts to link land use and transportation decisions. The statute designated regional Congestion Management Agencies and charged them with administering the program. As the congestion management agency for Los Angeles County, Metro is responsible for implementation of the CMP. The Metro Board adopted the 2010 CMP for Los Angeles County, which addresses the impact of local growth on the regional transportation system, and designates certain freeway segments and arterial roadways as CMP facilities. Under the CMP, the 88 incorporated cities plus the County of Los Angeles share various statutory responsibilities, including monitoring traffic count locations on select arterials, implementing transportation improvements, adoption of travel demand management and land use ordinances, and mitigating congestion impacts.

The LOS at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan. After nearly 30 years, Metro has acknowledged that CMP approach is outdated and is no longer considered an effective tool to achieve the intended outcomes. Furthermore, the CMP's use of LOS conflicts with SB 743, which require use of VMT related performance measures. SB 743 and other state laws that have been enacted over the last decade are intended to, among other things, address climate change, support infill development and sustainable transportation. Metro, like other lead agencies, is developing new ways to measure transportation system performance. These are among the reasons that Metro initiated a process that led to Los Angeles County opting out of the CMP, as permitted by California Government Code section 65088.3 (part of the original legislation authorizing the preparation of the CMP). Metro initiated this process on June 20, 2018 (LA Metro File 2018-0122). Opting out required the approval of a majority of local jurisdictions within the County representing a majority of the County population. The City adopted in February 2019 a resolution to opt out of the CMP. A majority of local jurisdictions within the County representing a majority of the County population adopted resolutions to opt out as of July 2019, and the Los Angeles County CMP is no longer in effect.

4.17.3.4 Local Plans and Regulations

Santa Monica Municipal Code Article 9

Chapter 9.28, Section 140, Bicycle Parking

The Santa Monica Municipal Code (SMMC) requires all new development to provide a minimum number of bicycle parking spaces based on the primary uses of the site. Bicycle spaces must be provided for both short-term and long-term parking needs. This section of the SMMC also requires bicycle parking to be provided in a safe, secured, well-lit, and accessible location with adequate signage.

Chapter 9.53, Transportation Demand Management

The purpose of the City's Transportation Demand Management (TDM) Ordinance is to proactively manage traffic congestion, reduce automobile dependence, and enhance transportation choices by requiring trip reduction plans. The ordinance applies to employers with 10 employees or more; and developers of projects with 7,500 square feet of floor area, 16 units, or mixed use project with 16 units or more. Developers are required to prepare TDM programs for addressing traffic reductions including such items as information and incentives, and enhancements that support walking, biking, and transit. Under the TDM Ordinance, employers are required to achieve the City's target average vehicle ridership (AVR). The rates for non-industrial districts ranges from 1.75 to 2.2, depending upon location.

Under the City's TDM Ordinance, employers with 10 to 49 employees are required to provide each of their employees with information about carpooling/vanpooling, transit, air pollution, bicycle routes and facility, walking and pedestrian safety, and alternatives to driving alone to work every day. Employers of 50 or more employees are required to prepare an Emission Reduction Plan, which shall include the option of 1) purchase of mobile source emission reduction credits or 2) preparation and implementation of Employee Trip Reduction Plan to achieve the applicable AVR target. Additionally, developers of projects are required to prepare and implement a TDM plan that would include physical and programmatic elements to reduce single occupancy vehicle trips and achieve the targeted AVR. For the ~~Oceanfront~~Downtown District where the Hotel Parcel is located, the targeted AVR is ~~1.75~~2.25; the residential component of the Project is not subject to the TDM Ordinance. Annual monitoring is a requirement of the developer TDM Plan.

Chapter 9.73, Transportation Impact Fee

Chapter 9.73 of the SMMC is intended to ensure that new development projects through the year 2030 pay a fair share of the costs of providing transportation infrastructure necessary to implement the policies and achieve the No Net New PM Peak Hour trips goals of the LUCE. The fees from new development will fund transportation improvements such as new sidewalks, crosswalks, traffic signal upgrades, transit, and bicycle facilities that are necessitated by the new trips associated with land use change. The fees are based on residential units or commercial square footage. The fee is charged prior to issuance of building permits, unless state law requires the City to accept later fee payments.

Chapter 9.28, Parking, Loading, and Circulation

The SMMC also includes relevant guidance on the location and characteristics of parking driveways. "Required off-street parking and loading spaces shall be located on the same parcel as the use they serve, except as otherwise provided in this Chapter. Entrances to off-street parking and loading should be located on a non-primary façade, except as described below. Where a parcel contains more than 1 street frontage, the parking entrance should be located on the secondary street or alley. All efforts should be made to eliminate the impacts of parking entrances on main thoroughfares and transit-oriented streets. …" (SMMC Section 9.28.070).

For new development projects providing at least 25 parking spaces, electric vehicle charging stations must be provided in the following amounts: for 25-49 parking spaces: 1 charging station

and for 50-99 parking spaces: 2 charging stations, plus one for each additional 50 parking spaces. (SMMC Section 9.28.160)

"Loading spaces shall be accessible from an alley, or if no alley is adjacent to the site, a minor roadway." (SMMC Section 9.28.080 F. 5)

"The design, location or position of any parking layout, entry, driveway, approach or access way from any street or alley shall be approved by the Director." (SMMC Section 9.28.120 A)

"Alley Access. Access to parking areas shall be from alleys. Curb cuts are prohibited except where a project site meets at least one of the following criteria:

- The site has no adjacent side or rear alley having a minimum right-of-way of 15 feet. Corner parcels with no adjacent side or rear alley must take access from the side street.
- The average slope of a multi-unit residential parcel is at least 5 percent.
- The Director determines that a curb cut is appropriate due to traffic, circulation, or safety concerns.
- Commercial properties may have nonresidential parking access from side streets." (SMMC Section 9.28.120 B.3)

"Hazardous Visual Obstructions … no person shall permit any obstruction, including, but not limited to, any fence, wall, hedge, tree, or landscape planting to obscure or block the visibility of vehicles entering or exiting an alley, driveway, parking lot, street intersection, or other vehicle right-of-way or to constitute an unreasonable and unnecessary hazard to persons lawfully using an adjacent pedestrian or vehicle right-of-way. In addition, no obstruction shall be located less than 5 feet from the intersection of the street-facing parcel line with a driveway or garage door, or the intersection of parcel lines adjacent to street or alley intersections unless the obstruction is either less than 24 inches above the adjacent vehicle right-of-way or is authorized pursuant to subsection (B). In addition, unless authorized pursuant to subsection (B), no obstruction shall be located less than 5 feet from the intersection of the alley-facing parcel line with a driveway or garage door, and this area.

Chapter 8.98 Construction Management Plans

The Construction Management Plan Ordinance (Chapter 8.98 of SMMC) was passed on October 22, 2019 by the City, requiring submission of construction management plans for certain construction projects that involve construction vehicles hauling materials/dirt to or from a project site such that there would be a closure of or access to the public right of way, including any public street, roadway, parkway, alley, sidewalk, or pedestrian path. Construction projects subject to the ordinance include construction of 7,500 square feet or more of new or additional nonresidential floor area, 16 or more new or additional residential units; or 1,000 or more square feet of new or additional nonresidential floor area within the Downtown Community Plan area.

The Construction Management Plan must include at minimum, the following:

a) The timeline and method of any demolition;

b) The timeline for construction;

c) Anticipated impacts to or closures of public rights of way, including required permits and temporary traffic control plans related to such closures and impacts. A separate permit shall be issued by the Director of Public Works for any work affecting the Public Right of Way pursuant to Article 7 of the Santa Monica Municipal Code;

d) The nature and extent of anticipated construction and associated truck, crane, and/or helicopter activity;

e) Any anticipated request for construction beyond normally permitted hours;

f) Proposed construction-period noise measures;

g) Proposed construction-period security measures;

h) Proposed construction-period parking plan that minimizes use of public streets for parking to the greatest extent feasible;

i) Contact information for the project developer, architect, contractor(s), and subcontractor(s);

j) Contact information for a single individual appointed to communicate with residents, businesses, and commuters impacted by construction activity.

Santa Monica General Plan Land Use and Circulation Element

The LUCE of the City's General Plan integrates the City's land use and transportation planning functions and governs existing and future land uses in the City. The LUCE has a number of Goals and Policies that are related to the potential impacts of the Project on transportation.

LUCE Section 2¸ Land Use Policy and Designations

Goal LU2: Integrate Land Use and Transportation for GHG Emission Reduction - Integrate land use and transportation, carefully focusing new development on transit-rich boulevards and in the districts, to create sustainable active pedestrian-friendly centers that decrease reliance on the automobile, increase walking, bicycling and transit use, and improve community quality of life.

***Policy LU2.2*:** Capitalize on the Expo Light Rail stations to create vital new complete sustainable neighborhoods with transit as a focal element, green connections and pathways, a variety of housing types and jobs, enhanced creative arts and institutions, and local-serving retail and services.

***Policy LU2.6*:** Focus new development in defined districts to create active spaces that can support diverse local-serving retail and services, walkability, arts and culture. Require, whenever possible, new development to provide convenient and direct pedestrian and bicycle connections.

***Policy LU2.5*:** Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle, and roadway improvements, expand transit service, manage parking, and strengthen TDM programs that support accessibility by transit, bicycle, and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.

Goal LU5: Cluster housing, employment, local-serving retail and services around the Expo Light Rail Line to reduce vehicle trips, create complete neighborhoods, and support transit.

***Policy LU5.2*:** Integrate supporting transit linkages, as well as pedestrian and bicycle connections, at all stations. Parking developed at or near a station is shared with other uses and priced to ensure availability at all times.

Goal LU8: Reduction of Vehicle Trips/Management of Congestion

***Policy LU8.1*:** Transportation Demand Management. Require participation in TDM programs for projects above the base to encourage walking, biking, and transit, and to reduce vehicle trips. Engage existing development in TDM Districts and programs to encourage reduction of existing vehicle trips.

***Policy LU8.2*:** Comprehensive Parking Management. Comprehensively manage parking and parking policies to address housing affordability, congestion management, and air quality goals. Facilitate the creation of shared parking, particularly within activity centers, transit districts, and near Expo light-rail stations. Use pricing and other innovative strategies to man

***Policy LU8.3*:** Ensure pedestrian, bicycle, and transit mobility by creating facilities for comfortable walking throughout the City, a complete and safe bicycle network, and convenient and frequent transit service that will make transit an attractive option for all types of trips. age parking availability.

LUCE Section 4.0, Circulation

Goal T3: Ensure that Santa Monica's streets are pleasant for all users

***Policy T3.1*:** Include elements that contribute to quality from the user's perspective, not just throughput for each mode.

Goal T6: Enable Everyone to Walk Comfortably Everywhere in Santa Monica

***Policy T6.4*:** Use a combination of physical improvements and programs to promote walking.

Goal T8: Provide a beautiful and attractive pedestrian environment throughout the City of Santa Monica

***Policy T8.4*:** Design buildings to prioritize pedestrian access from the street, rather than from a parking lot.

Goal T15: Manage local and regional congestion affecting Santa Monica.

***Policy T15.1*:** Reduce automobile trips starting or ending in Santa Monica, especially during congested periods, with the goal of keeping peak period trips at or below 2009 levels.

Goal T18: Encourage a more sustainable transportation system. An action to further this goal that relates to private development is to prohibit driveways on boulevards and major avenues where access is available from a side street or alley. Implement standards for the safe and convenient design of projects, including safe interaction between private property and the public right-of-way.

Goal T25: Design parking to meet applicable urban design goals and minimize negative impacts on pedestrians, bicyclists and transit users

***Policy T25.1*:** Require adequate on-site loading areas for child care centers, healthcare offices and other uses with intensive passenger drop-off demands, and work with schools to encourage provision of adequate loading areas.

***Policy T25.2*:** Require that parking be accessed only from alleys, where alley access is available.

***Policy T25.3*:** Minimize the width and number of driveways at individual development projects.

Santa Monica Bike Action Plan

The Bike Action Plan, adopted in November 2011, guides the City's efforts to promote an increase in safe bicycling consistent with the LUCE. The Bike Action Plan includes a 5-year Implementation Plan to improve 75 percent of the City's bicycle network as well as a long term 20-year Vision Plan. The implementation priorities include both bikeway and program investments. Recommended programs include efforts in all program areas: events, awareness, information, education, encouragement, enforcement and supporting facilities such as development of a bicycle wayfinding system and bicycle parking improvements. Recommended bikeway investments include both facility improvements that are relatively easy and low cost, so they can be applied on many streets, as well as facility improvements that require more outreach, design and environmental review, but are critical to the development of a high-quality continuous bikeway "backbone" and showcase leading bicycle treatments. The Bike Action Plan's 5-Year Implementation Plan identifies numerous improvements throughout the City.

Santa Monica Pedestrian Action Plan

The City of Santa Monica also adopted a Pedestrian Action Plan in 2016. The plan provides a comprehensive approach to pedestrian policy in Santa Monica using a multi-disciplined approach to making physical, operational and educational improvements that prioritize pedestrians. The goals, policies and actions in the Pedestrian Action plan address the input gathered from the community, stake holders and key professionals such as public safety personnel, transportation planners and engineers, while aligning a vision with data analysis to develop strategies that prioritize actions for the short- and long-terms. The Plan introduces a Vision Zero program which envisions zero fatalities from pedestrian crashes. Components of the program include prioritizing and organizing community safety goals, and facilitating the systematic implementation of current and future actions that support safer walkability for people of all ages and abilities. The Plan also includes a tool box that provides guidance to best address existing and future street conditions to help all City departments recognize and respond to pedestrian priorities.

4.17.4 Environmental Impacts

4.17.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. Based on the Appendix G questions regarding transportation, a project would have a significant impact on transportation if the project would:

TR-1: Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?

TR-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

TR-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

TR-4: Result in inadequate emergency access?

Consistency with Circulation Programs, Plans, Ordinances, or Policies

The significance criteria used to evaluate Project impacts to circulation programs, plans, ordinances or policies are qualitative and directly based on Appendix G of the CEQA Guidelines. CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Therefore, the Project would have a significant impact related to circulation programs, plans, ordinances or policies if it would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?

Conflict with CEQA Guidelines Section 15064.3 (Vehicle Miles Traveled)

Section 15064.3 of the revised CEQA Guidelines was adopted by OPR on December 28, 2018, and states that VMT is the appropriate measure of transportation impacts. Sections 15064.3(c) and 15007 also states that the provisions of this section shall apply prospectively, i.e. new requirements in CEQA Guidelines amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments. Section 15064.3(c) further states that VMT analyses must be implemented statewide by July 1, 2020. As previously stated, the Recirculated Notice of Preparation for the Project was issued in June 2018, prior to the adoption of Section 15064.3, and the Draft EIR was released before July 1, 2020. Therefore, a VMT analysis is not required for the Project.

Although not required, a VMT analysis consistent with CEQA Guidelines Section 15064.3 requirements is provided in this section for informational purposes only. The analysis reviews the Project pursuant to the screening criteria and suggested significance thresholds in OPR's Technical Advisory. As noted in the advisory, the suggested screening criteria and significance thresholds are not binding and lead agencies have the discretion to set or apply their own thresholds of significance.

OPR's Technical Advisory provides screening criteria for land use projects, transportation projects, and land use plans. For land use projects (such as the proposed Project), the Technical Advisory and Section 15065.3 subdivision (b)(1) states that "*generally, projects within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor should be presumed to have a less-than-significant impact on VMT*." The presumption of a less than significant impact would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)

Additionally, for a land use project, OPR states that a less than significant impact would also result if:

- A project decreases [total] vehicle miles traveled in the project area compared to existing conditions or
- A redevelopment project replaces existing VMT generating land uses with new uses that result in a net overall decrease in VMT.

If a project leads to a net overall increase in VMT, OPR's recommends applying the following numeric thresholds which vary depending on the proposed land use:

Land Use	OPR Suggested Numeric Thresholds
Residential	Exceeds 15% below existing VMT per capita (regional or local)
Office	Exceeds 15% below existing regional VMT per employee,
Retail	Any net increase in total VMT

The 15 percent below existing per capita VMT is based upon OPR's Technical Advisory which explains:

> Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board (CARB) quantifying the need for VMT reduction in order to meet the State's long-term climate goals, OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold. Fifteen percent reductions in VMT are achievable at the project level in a variety of place types. Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions." In its document California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals…In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

~~Although a quantitative analysis of Project VMT is provided for informational purposes only, no determination of significance is provided since the City of Santa Monica has not yet adopted significance thresholds for VMT or a methodology for determining impacts based on VMT.~~

The VMT thresholds in OPR's Technical Advisory is not binding on public agencies, and as stated in the Technical Advisory, CEQA allows lead agencies to "consider thresholds of significance…recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines Section 15064.7[c]). On June 9, 2020, the City Council adopted new VMT screening criteria and two sets of significance thresholds for land use projects. The new VMT thresholds postdates the Project and the release of the Draft EIR and thus, are not applicable to the Project. Nevertheless, they are provided here for informational purposes:

City of Santa Monica: Significance Threshold 1

Land Use	Threshold
Residential	No greater than existing Citywide average VMT/capita
Commercial Employee	No greater than existing Citywide average VMT/capita
Retail	Any net increase in total City VMT

City of Santa Monica: Significance Threshold 2

		Example Calculation			
	Project VMT	Existing City Average VMT/capita	Project Population	Business as Usual (BAU) VMT	Threshold
Residential	A	9.0	D	= (9.0 x D)	-
Commercial Employee	B	19.2	E	= (19.2 x E)	-
	Total Project Residential and Employee VMT (A +B)	-	-	Total BAU VMT	Is Total Project VMT at least 16.8% lower than Total BAU VMT? -

The first significance criterion states that a project should not exceed the existing Citywide average VMT rates for residential and commercial uses. This criterion ensures that new projects would not exacerbate or worsen the City's existing VMT per capita rates. The second criterion states that a project should achieve a total VMT that is at least 16.8% lower than "business as usual" VMT. Business as usual VMT represents what the VMT would be if the City's existing average VMT per capita were maintained, a metric against which the City can assess how a project would support or counter progress towards reducing GHG emissions, improving mobility options and implementing the related goals of the LUCE. The second criterion is aligned with the 2017 Scoping Plan Update and the City's Climate Action and Adaptation Plan (CAAP). The 2017 Scoping Plan Update states that if every project reduces its VMT by at least 16.8%, the GHG reduction goals established by the State could be achieved. In addition, the City's CAAP estimates that a 16.3% reduction in transportation VMT is necessary to achieve carbon neutrality goals.

~~The City of Santa Monica is in the process of drafting new VMT guidance for CEQA transportation review of projects and will be adopting new VMT based significance thresholds prior to July 1, 2020 in conformance with the new CEQA Guidelines. Should the City adopt new significance thresholds based on VMT,~~ As previously stated, the thresholds ~~would~~ apply prospectively to future projects (i.e., pending projects such as the Project ~~would~~are not ~~be~~ subject to the new thresholds). Further, as previously described an analysis of VMT associated with the proposed Project has been provided for informational purposes only, and therefore, no determination of significance is provided given that the City neither updated its *Traffic Study Guidelines* nor adopted VMT-based significance criteria prior to publication of the Draft EIR.

Intersection Operations

In 1991, the City of Santa Monica established criteria for assessing whether project-related vehicle trips would result in significant impacts on intersection operating conditions using the measure of automobile delay. The thresholds of significance, summarized in **Table 4.17-5**, *Significance Impact Criteria for Arterial and Collector Intersections*, depends on the 1985 LUCE classification of the streets at the intersection (e.g., arterial, collector, or local street) and the operating conditions of the intersection under cumulative with Project conditions. Although street classifications were updated in the 2010 LUCE, the City's traffic significance criteria have not been updated to reflect the current LUCE nomenclature. Based on the City's adopted significance criteria, the potential significance of a project's impact is measured by either the change in average vehicle delay (measured in seconds) or by a change in the intersection operating conditions to LOS D, E or F. If the projected LOS is F, however, significance is defined in terms of a change in vehicle to capacity (V/C) ratio (as calculated by the HCM operational method), since the average vehicular delay cannot be calculated using the HCM operational method if the intersection exhibits oversaturated traffic conditions.

Using the significance criteria in Table 4.17-5, a project would not be considered to have a significant impact at an intersection if, for example, it is on an arterial street operating at LOS D with the addition of project vehicle trips and the incremental change in the average vehicle delay is less than 15 seconds. If the intersection is operating at LOS E after the addition of project vehicle trips and the average vehicle delay increases by any amount, however, this would be

considered a significant project impact. All impacts on intersections projected to operate at LOS F are based on the V/C ratio, with project-related increases of 0.005 or greater considered significant.

TABLE 4.17-5
SIGNIFICANCE IMPACT CRITERIA FOR ARTERIAL AND COLLECTOR INTERSECTIONS

Base Scenario		With Project Scenario
IF LOS = A, B, OR C		**SIGNIFICANT IMPACT IF:**
==>	and is a collector street intersection	Average vehicle delay increase is ≥ 15 seconds or LOS becomes D, E, or F
==>	and is an arterial intersection	Average vehicle delay increase is ≥ 15 seconds or LOS becomes E or F
IF LOS = D		**SIGNIFICANT IMPACT IF:**
==>	and is a collector street intersection	Any net increase in average seconds of delay per vehicle
==>	and is an arterial intersection	Average vehicle delay increase is ≥ 15 seconds or LOS becomes E or F
IF LOS = E		**SIGNIFICANT IMPACT IF:**
==>	and is a collector or arterial intersection	Any net increase in average seconds of delay per vehicle
IF LOS = F		**SIGNIFICANT IMPACT IF:**
==>	and is a collector or arterial intersection	HCM V/C ratio net increase is ≥ 0.005

NOTE:

Functional street classifications for Santa Monica Intersections in this table are from the City's previous Circulation Element. The 2010 LUCE has adopted a different typology for streets within the City but the significance criteria have not yet been revised.

SOURCE: Fehr & Peers, 2020 (Table 5).

Street Segment Operations

The City of Santa Monica significance impact criteria used to evaluate potential traffic impacts on street segments are based on the existing ADT volumes and the projected level of volume increase that can be attributed to the project. The current significance criteria for collector, feeder, and local streets are provided in **Table 4.17-6**, *Significance Impact Criteria for Collector, Feeder and Local Streets*.

TABLE 4.17-6
SIGNIFICANCE IMPACT CRITERIA FOR COLLECTOR, FEEDER AND LOCAL STREETS

Collector Streets	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	Greater than 13,500 and there is a net increase of one trip or more in ADT due to project related traffic
	Greater than 7,500 but less than 13,500 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 13,500 or more
	Less than 7,500 and the project related traffic increases the ADT by 25%
Feeder Streets	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	Greater than 6,750 and there is a net increase of one trip or more in ADT due to project related traffic
	Greater than 3,750 but less than 6,750 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 6,750 or more
	Less than 3,750 and the project related traffic increases the ADT by 25%
Local Streets	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	Greater than 2,250 and there is a net increase of one trip or more in ADT due to project related traffic
	Greater than 1,250 but less than 2,250 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 2,250 or more
	Less than 1,250 and the project related traffic increases* the ADT by 25%

NOTE: ADT volume "increase" denotes adverse impacts; "decrease" denotes beneficial impacts.

SOURCE: Fehr & Peers, 2020 (Table 8).

Hazards Due to Design Features

The significance criteria used to evaluate project impacts to hazards due to design features are qualitative and directly based on Appendix G of the CEQA Guidelines. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Therefore, the Project would have a significant impact related to hazardous design features if it would:

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Emergency Access

The significance criteria used to evaluate project impacts to emergency access are qualitative and directly based on Appendix G of the CEQA Guidelines. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Therefore, the Project would have a significant impact related to emergency access if it would:

- Result in inadequate emergency access?

Methodology

Consistency with Circulation Plans, Programs, Ordinances, and Policies

The analysis of consistency with circulation plans, programs, ordinances, and policies reviews the Project and determines whether the Project would obstruct or conflict with the applicable plans, programs, ordinance, and policies listed in the Regulatory Framework.

Conflict with CEQA Guidelines Section 15064.3, Subdivision (b) (addressing Vehicle Miles Travelled)

As indicated previously, Section 15064.3(c) states that the provisions of this section shall apply prospectively (i.e., only applicable to new projects after date of adoption) and must be implemented statewide by July 1, 2020. While a VMT analysis is provided in this section, it is for informational purposes only. The analysis reviews the Project pursuant to the screening criteria and recommended significance thresholds in OPR's Technical Advisory.

For the Project's quantitative VMT analysis, the estimates of VMT for the Project are based on the OPR's Technical Advisory, which recommends evaluating each component of a mixed-use project independently. Guidance is provided for several broad land use types that account for majority of the development projects that are proposed (residential, office, retail). The Project includes hotel, retail, restaurant (which are fundamentally retail from a travel perspective), and residential (affordable and market rate). The estimates of Project-related VMT are based on the total trip generation estimates presented in Table 4.17-7. For office-type uses, the suggested metric is VMT per employee. While there is no office-type land use for this project, employee VMT estimates were calculated based on projected employment. For residential uses, the suggested metric is VMT per capita (i.e., resident). Finally, hotel guests, restaurant and retail visitors VMT are analyzed together and provided for informational purposes.

The following steps were used to estimate project-related VMT, which were then compared with citywide averages. For each land use type, the total trips are multiplied by the average trip length for that type of trip from the Santa Monica Transportation Demand Forecast Model (TDFM) which has trip length for transportation analysis zones (TAZs) at and around the Project Site. The number of total miles is divided by the number of people related to that use (employees, residents, other visitors). (Please see the TIA, which is provided in Appendix L of this EIR, for a more detailed discussion regarding the methodology for the VMT analysis.)

Employee VMT

- Step 1: Estimate the total number of Project employees: For office/employment VMT, estimate the number of employees.
- Step 2: Determine the Project average VMT per employee: Multiply the estimated employee trips by the trip length, and then divide by the number of employees to calculate average VMT per employee.

Residential VMT

- Step 1: Estimate the total number of Project residents: To estimate the total number of Project residents, household size data is multiplied by the proposed number of units. The average

household size for the Census Tract in which the Project Site is located (Census Tract 7014.02) is 1.5. However, this average household size is more reflective of the typical Downtown residential units (studios, one bedroom units). In contrast, the Project proposes larger size units such as two-bedroom and three-bedroom units. Therefore, because the Census Tract household size is not representative of the Project, the citywide 2017 American Community Survey 5-Year Estimates[1] for Santa Monica was used, resulting in an average household size of 2.41 persons for the units on the Hotel Parcel. Empirical data on household size of affordable housing apartments in Santa Monica[2] was used for the Project's affordable housing on the Second Street Parcel, resulting in an average household size of 1.39 persons for 1-bedroom units and an average household size of 3.43 persons for 2- and 3-bedroom units.

- Step 2: Determine the Project average VMT per resident: Multiply the estimated residential trips by the trip length, and divide by the total number of residents to calculate average VMT per capita.

Hotel Visitors and Guests (Non-Employee and Non-Residential) VMT

- Estimate the number of non-employee and non-residential trips to and from the Project: If 855 net new daily Project trips are made by employees and residents, then the remaining 2,115 daily trips are made by hotel guests and patrons of the restaurant and retail space who are not otherwise staying at the hotel.

Intersection Operations

In consultation with the City of Santa Monica, 51 study intersections in the Project vicinity were selected for LOS analysis. These intersections were selected as the ones most likely to be affected by project-generated trips. The analysis of intersection operations evaluates the potential for Project vehicle trip impacts on the 51 study intersections as a result of Project-generated vehicle trips. These intersections were selected based on their locations along routes anticipated to be used as access routes between the Project Site and the surrounding city and region. The Project's peak hour vehicle trip impacts during the weekday AM (7:30 to 9:30 AM) and PM (5:00 to 7:00 PM) peak periods, as well as the weekend midday (1:00 to 5:00 PM) peak period, were evaluated at each intersection. The existing conditions (2017) traffic scenario was analyzed, as were the Approval Year (2020) and Future Cumulative Year (2025) traffic analysis scenarios both without and with the Project.

Per City of Santa Monica traffic study guidelines, all 51 study intersections were analyzed using the HCM operations methodology. Of the 51 study intersections, 43 are signalized and eight are unsignalized (stop-controlled). The analysis examined all study intersections for all "without Project" scenarios and "with Project" traffic scenarios. The study intersections are shown in Figure 4.17-1.

The analysis of impacts on intersections is based on a multistep methodology in which baseline and future "without" Project traffic conditions are determined; the number of trips generated by

1 https://www.census.gov/programs-surveys/acs/data.html

2 *Household size assumptions for affordable apartments in Santa Monica by number of bedrooms was provided in a conversation with the Applicant on December 2, 2019.*

Project is calculated and added to the traffic flows; the post-Project traffic operating conditions are compared to the pre-Project operations; and the effects of the added Project vehicle trips are compared to the significance thresholds. The analysis addresses the Project's impacts during the weekday AM and PM peak periods, as well as the weekend midday peak period for the baseline Approval Year (2020) and Future Year (2025) operating conditions.

To evaluate the potential impacts of the Project on the surrounding street system, it was necessary to develop estimates of Approval Year (2020) and Future (2025) traffic forecasts in the area both without and with Project vehicle trips.

Approval Year and Future Year Traffic Projections

The traffic forecasts are derived from the City of Santa Monica's Travel Demand Forecast Model (TDFM), which was developed as part of the LUCE update in 2010 and is specifically calibrated to local City conditions. This model produces cumulative traffic forecasts for Santa Monica and surrounding areas of the City of Los Angeles. (See Table 3-1, Cumulative Projects List, in this EIR for a list of projects that are considered in the cumulative analyses throughout the EIR.)

- To develop the Approval Year (2020) scenario without the project, the land use file in the TDFM was updated to include the development projects with the model area that were completed or anticipated to be completed between the time of the model base year (2013) and Approval Year (2020). The model forecast informs the travel pattern changes, which are then applied to the Existing Year 2017 counts to develop the Approval Year (2020) No Project forecast. These projected traffic volumes, referred to as Approval Year No Project projections, represent the conditions expected during the project's Approval Year and provide the baseline for the Approval Year with Project traffic impact analysis. (See Table 3-1 of this EIR which indicates the development projects included in the Approval Year land use forecasts.)
- To develop the Future Year (2025) Scenario without the project, the land use file in the TDFM was updated to include the list of approved and pending (proposed) projects. These projects are conservatively assumed to all be completed between 2013 and Future Year (2025). Similar to the 2020 forecasts, land use and through trips outside the city were linearly interpolated. These projected traffic volumes, referred to as Future No Project projections, represent the conditions expected during year 2025 and provide the baseline for the Future with Project traffic impact analysis. (See Table 3-1 of this EIR, which indicates the development projects included in the Future Year land use forecasts.
- The traffic generated by the Project was estimated and assigned to the surrounding street system. The Santa Monica TDFM was run to provide information on trip distribution patterns for retail and residential land uses in this part of the city and that information was used as a guide to assign project trips to the roadway network. (See Appendix C of the TIA provided in Appendix L of this EIR for the Santa Monica TDFM Update Report) The project traffic was added to the Approval Year No Project scenario and Future No Project projections to form the Approval Year with Project and Future Year with Project traffic projection scenarios respectively.

Once these traffic projections were developed, analyses were conducted to determine the effect of the Project on study area intersections and street segments. The difference between "no project" and "with project" scenarios represents the incremental changes in traffic attributable to the Project itself.

Future Improvements Assumptions

The DCP envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street and identifies the Wilshire Boulevard streetscape project, which will reduce lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Consistent with the DCP, the future traffic forecasts assume that there would be a lane reduction on Wilshire Boulevard from two eastbound through lanes between Ocean Avenue and 4th Street to a single eastbound through or shared through-right lane.

Signal timings at intersections were optimized under Future Year (2025) conditions to balance shifting demand patterns where applicable. Although the replacement of the Pier Bridge connecting Colorado Avenue with the Santa Monica Pier is a potential improvement, since the project has not been finalized, no change to the circulation of the Pier area has been assumed.

The City of Santa Monica Bicycle Action Plan (City of Santa Monica, October 2011) includes recommended bicycle projects for 5-year implementation and 20-year vision plans. As of 2018, the majority of the 5-year implementation projects have been completed, including those nearest the Project Site. The DCP also identified as part of its 20-year vision further potential bike infrastructure improvements in the vicinity of the Project Site, including:

- Ocean Avenue Cycle Track – As called for in the Downtown Community Plan, the City is currently exploring the potential of installing a cycle track on the west side of Ocean Avenue.
- Santa Monica Pier Improvements – Short-term shared-lane markings on the future Pier Bridge replacement from Ocean Avenue to Santa Monica Pier which is anticipated within the next several years. Additionally, the City is exploring a connection from the Pier to the Beach Bike Trail.
- Santa Monica Boulevard Bikeway – Shared lane markings (identified in the Bicycle Action Plan as a green "super-sharrow") from Ocean Avenue to 6th Street/7th Street.

Project Trip Generation

Trip generation rates for the residential (condominiums and affordable housing) and retail components of the Project are derived from the TDFM *Trip Generation Rates*. The inbound-outbound split of trips in each peak period is applied based on *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The inbound/outbound splits for residential land use are from #220 Multi-Family Housing and the retail use are from #820 Shopping Center. The mix of residential unit sizes assumed is based on information provided by the Project Applicant.[3]

The trip generation rates for the hotel and related non-residential uses were empirically derived from surveys provided by the Project Applicant. A consulting firm hired by the Project Applicant

[3] As indicated in Chapter 2.0, Project Description, a maximum of 10 of the condominium units could be utilized as hotel guest rooms at any one time. However, in order to provide a conservative analysis, all of the condominium units are evaluated as residential units since that results in the higher trip generation.

conducted intercept surveys on a typical weekday and weekend at on-site entrance and departure locations around the existing hotel site to obtain method of arrival and trip purpose data. The data was converted to vehicle trips from which the trip generation rates for all analysis periods were derived. The data was taken during periods of higher than average occupancy at the hotel (96-97% occupancy). Therefore, they are more conservative than conditions during normal occupancy.

Non-employee and employee survey respondents who stated that they were arriving or leaving by: (a) valet parking at the hotel; (b) driving and parking at off-site locations; (c) using a TNC; or (d) using a third-party private car were counted as vehicular trips. Loading dock staff also counted each truck arrival and departure from the loading dock as a vehicular trip. Non-vehicular travel, such as by bike, scooter or walking (except to an off-site vehicle) was also documented. The surveys also identified the purpose of the trip resulting in distinct trip generation rates for guests of the hotel, restaurant, spa/fitness, and retail.

Employee trips were also calculated using separate rates. The employee peak hour trip generation and inbound/outbound splits are substantially different from other uses. The trip generation detail shows that the majority of employees arrive ahead of the peak traffic hour. The empirical employee trip generation is an important separate element for this Project because the existing hotel provides no on-site parking for employees, meaning that these trips currently arrive and depart from the surrounding neighborhood on-street parking, rather than the Project Site.

The trip generation rates applied account for implementation of a City ordinance-required TDM program, which is described in detail in Appendix L of this EIR and included as a Project Design Feature. As part of the development of the TDFM, existing calibrated Santa Monica trip generation rates were modified to reflect the effectiveness of the TDM/trip reduction strategies required by the City (and consistent with what was envisioned in the LUCE). The net new trips were calculated by subtracting existing trip generation from the Project trip generation.

The estimated trip generation for the Project is shown in **Table 4.17-7**, *Project Trip Generation Rates and Estimates*. As shown in the table, the Project would generate a net increase of approximately 85 weekday AM peak hour trips (18 inbound and 67 outbound), 81 weekday PM peak hour trips (50 inbound and 31 outbound), and 96 weekend midday peak hour trips (53 inbound and 43 outbound).

TABLE 4.17-7
PROJECT TRIP GENERATION RATES AND ESTIMATES

Land Use	Size		Weekday	AM Peak Hour			PM Peak Hour			Weekend	Weekend Peak Hour			Trip Rate	Weekday	AM Peak Hour Trips			PM Peak Hour			Weekend	Weekend Peak Hour Trips		
			Daily Rate	Rate	% In	% Out	Rate	% In	% Out	Daily Rate	Rate	% In	% Out	Unit	Daily Trips	In	Out	Total	In	Out	Total	Daily Trips	In	Out	Total
PROPOSED PROJECT																									
Hotel [a]	312	rooms	2.22	0.42	49%	51%	0.11	52%	48%	4.07	0.17	58%	42%	per room	693	64	68	132	18	16	34	1,271	31	22	53
Hotel Employee Trips [a]	387	employees	0.78	0.08	92%	8%	0.13	52%	48%	1.75	0.20	50%	50%	per employee	303	29	2	31	27	24	51	677	39	38	77
Hotel Restaurant [a]	12.703	ksf	27.15	3.15	51%	49%	1.57	67%	33%	46.86	2.36	59%	41%	per ksf	345	20	20	40	13	7	20	595	18	12	30
The Bungalow [a]	7.005	ksf	99.93	0.00	67%	33%	7.99	63%	38%	201.28	27.55	80%	20%	per ksf	700	0	0	0	35	21	56	1,410	155	38	193
Retail [b]	6.600	ksf	29.59	1.33	61%	39%	2.01	49%	51%	29.59	2.64	52%	48%	per ksf	195	5	4	9	6	7	13	195	9	8	17
Spa & Fitness [a]	12.500	ksf	14.54	0.54	45%	55%	0.90	57%	43%	17.78	0.72	45%	55%	per ksf	182	3	4	7	6	5	11	222	4	5	9
Condominiums [c]	60	DU	5.47	0.36	19%	81%	0.39	68%	32%	5.47	0.37	56%	44%	per du	328	4	18	22	16	7	23	328	12	10	22
Affordable Housing - 1 bedroom [c]	17	DU	3.20	0.21	19%	81%	0.23	68%	32%	3.20	0.22	56%	44%	per du	54	1	3	4	3	1	4	54	2	2	4
Affordable Housing 2-3 bedrooms [c]	31	DU	5.47	0.36	19%	81%	0.39	68%	32%	5.47	0.37	56%	44%	per du	170	2	9	11	8	4	12	170	6	5	11
Total															**2,970**	**128**	**128**	**256**	**132**	**92**	**224**	**4,922**	**276**	**140**	**416**
EXISTING TO BE REMOVED																									
Hotel [a]	301	rooms	2.22	0.42	62%	38%	0.11	53%	47%	4.07	0.17	56%	44%	per room	669	79	48	127	17	16	33	1,226	29	22	51
Hotel Employee Trips [a]	282	employees	0.78	0.08	92%	8%	0.13	52%	48%	1.75	0.20	50%	50%	per employee	221	21	2	23	19	18	37	493	28	28	56
Hotel Restaurant [a]	6.594	ksf	27.15	2.73	51%	49%	1.52	67%	33%	46.86	2.12	59%	41%	per ksf	179	9	9	18	7	3	10	309	8	6	14
The Bungalow [a]	7.005	ksf	99.93	0.00	67%	33%	7.99	63%	38%	201.28	27.55	80%	20%	per ksf	700	0	0	0	35	21	56	1,410	155	38	193
Hotel Retail [a]	1.235	ksf	2.43	0.00	61%	39%	1.23	49%	51%	14.57	1.62	52%	48%	per ksf	3	0	0	0	1	1	2	18	1	1	2
Spa & Fitness [a]	5.569	ksf	14.54	0.54	45%	55%	0.90	57%	43%	17.78	0.72	45%	55%	per ksf	81	1	2	3	3	2	5	99	2	2	4
															(1,853)	**(110)**	**(61)**	**(171)**	**(82)**	**(61)**	**(143)**	**(3,555)**	**(223)**	**(97)**	**(320)**
NET NEW TRIPS															**1,117**	**18**	**67**	**85**	**50**	**31**	**81**	**1,367**	**53**	**43**	**96**

NOTES:

[a] Rates derived empirically to reflect site-specific conditions, as documented in LLG Memo: "Addendum Trip Generation Report" (July 29, 2019).

[b] Trip generation for project land use in 2020 from TDFM (Area Type 1), without Expo reduction from Table 14 in Santa Monica Travel Demand Forecasting Model Trip Generation Rates, is used so that rates account for LUCE TDM measures and proximity to the Expo LRT; in/out splits are applied from #820 Shopping Center, Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), 2017.

[c] Trip generation for project land use in 2020 from TDFM (Area Type 1), without Expo reduction from Table 14 in Santa Monica Travel Demand Forecasting Model Trip Generation Rates, is used so that rates account for LUCE TDM measures and proximity to the Expo LRT; in/out splits are applied from #220 Multifamily Housing, Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), 2017.

Trip generation for affordable housing units is tied to parking spaces provided. While the Applicant proposes 48 parking spaces on the Second Street Parcel, the trip generation assumes 2 spaces/unit thereby resulting in a higher trip generation and a conservative analysis.

SOURCE: Fehr & Peers, 2020 (Table 4).

Project Trip Distribution and Assignment

The geographic distribution of Project- generated trips is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, the locations of residential areas from which employees and visitors would be drawn, and the destinations to which residents would be attracted. The trip distribution patterns of the Project were informed by a select zone analysis of the Project Site using the City's TDFM. Approximately 60 percent of Project trips would originate from east, 12 percent from the north, and 28 percent from the south of the Project Site. Proposed site access (see below) and the results of the select zone analysis were used to assign the Project-generated traffic to the study intersections, as shown in Appendix B of the TIA, which is provided in Appendix L of this EIR.

The proposed Hotel Parcel would have three entrances to a subterranean parking structure. Employees would enter the Project Site eastbound on California Avenue via a right-in/right-out driveway. The driveway would be located such that only eastbound vehicles can access the driveway and exiting vehicles must turn right onto California Avenue heading eastbound. Condominium residents would access the Hotel Parcel using a driveway on Ocean Avenue. Residents would also be able to use the valet service by entering the Project Site at the 2nd Street entrance. All other visitors to the Hotel Parcel arriving by motor vehicle would access the Project Site on 2nd Street. The Second Street Parcel vehicular access would be via the 2nd Court alleyway, a two-way alley between 2nd Street and 3rd Street.

Street Segment Operations

Consistent with the analysis of intersections, street segment weekday and weekend analysis was conducted. Existing weekday and weekend average daily traffic (ADT) volume data was collected at the 11 street segment locations in 2018 and 2019. The existing daily traffic counts are provided in Appendix B of the TIA (Appendix L of this EIR). The City of Santa Monica significance impact criteria identified in Table 4.17-6 were then applied to the Existing (2017) with Project scenario to determine whether Project operational vehicle trips would result in exceedance of these impact criteria.

The existing daily traffic volumes on the street segments include the trips generated by hotel employees. Under existing conditions, the majority of employees do not have access to on-site parking. As such, employees arriving by vehicle generally park on streets near the project site. Some of the streets are located in the residential preferential parking zone. In these locations, it is impermissible to park without a residential permit between 6:00PM and 8:00AM. Other roadways have meters for short term (2 hours or less) parking. Existing employee vehicular trips were therefore assigned to locations with either unrestricted parking, generally farther from the site, or at long-term parking meters, which include 5-hour meters along Ocean Avenue and 9-hour meters along the south side of Washington Avenue and the west side of 2nd Street. With the addition of employee on-site parking as part of the Project, these project trips would be removed from the residential street network, and were removed as part of the Project analysis.

Hazards Due to Design Features Analysis

The analysis evaluates whether the Project would result in hazards due to design features by determining whether the Project would include curved streets with inadequate view distances, unsafe separation of vehicular and pedestrian bicycle traffic, and not provide adequate pedestrian crosswalks at intersections.

Emergency Access

The emergency access analysis evaluates whether the Project would comply with City emergency access requirements including those imposed by the Santa Monica Fire Department regarding adequate turning radii on streets, response distances to buildings, etc.

4.17.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding transportation from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.17.4.3 Project Characteristics

As detailed in Chapter 2, Project Description, of this EIR, the Project has been designed to enhance the pedestrian, bicycle and vehicular access to the Hotel Parcel and to provide increased on-site parking compared with existing conditions. As indicated in Figure 2-7 and Figure 2-8, the Project would include three vehicular access points to/from the Hotel Parcel: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/ retail uses and provide an access alternative for residents (and their guests), (ii) a secondary access driveway on California Avenue, located approximately 100 feet east of Ocean Avenue, to serve employees only and provide direct access to the underground parking while appropriately disbursing trips around the Hotel Parcel, and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests) to provide direct access to the underground parking structure.

Site Access

The Second Street Entry Court, the Ocean Avenue Entry and the California Avenue Entry would provide direct access to the subterranean parking. Valet services as well as ride share drop-off would be offered at the Second Street Entry Court for hotel guests, visitors, residents, residents' guests and retail/restaurant customers. At the Ocean Avenue Entry, residents and their guests would have the option to use valet services or self-park. At the California Avenue Entry for employees there would be a valet assist service as necessary. No curb-side valet access is proposed with all valet pick-up/drop-off occurring on the Hotel Parcel and not in the public right-of-way.

The Project would provide parking to meet the needs of its guests, employees, and visitors. (See Subsection 6.7, Parking, of this EIR for a discussion regarding parking.) The Project would also reconfigure the site-adjacent street parking but is not anticipated to reduce the number of on-street parking spaces from the existing conditions. In addition, the new parking structure would also have secure parking for bicycles to facilitate use of non-automobile transit modes. Bicycle

parking for the Project would include short-term and long-term bicycle parking. On-grade (short-term) bicycle parking spaces would be dispersed throughout the Project Site along with short-term and long-term bicycle spaces located below grade for hotel employees, hotel guests and residential owners. Moreover, bicycle valet would be offered free of charge during all automobile valet operating hours. The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces (263 long-term and 41 short-term).

Pedestrian Features

In furtherance of the LUCE policy discouraging mid-block driveways on major thoroughfares, the existing curb cuts on Wilshire Boulevard and at-grade driveway that extends from Wilshire Boulevard to approximately the middle of the Hotel Parcel would be removed to prioritize Wilshire Boulevard and the Hotel Parcel for pedestrians. The addition of new pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel, as well as demolition of the existing walls that prevent pedestrians from accessing the Hotel Parcel, would make the Hotel Parcel more open and inviting for pedestrians. The sidewalks proposed along these three streets would also be consistent with the DCP Building Frontage Line standards (minimum of 18 feet from face of curb on Wilshire Boulevard, minimum 20 feet from face of curb on Second Street and minimum 20 feet from face of curb on Ocean Avenue) to further enhance the pedestrian experience around the Hotel Parcel. The Project would foster improved pedestrian connections with the Third Street Promenade by locating ground-level retail uses at the corner of Wilshire Boulevard and Second Street.

Circulation Improvements (passenger vehicles, truck loading, bicycle access)

The Project would result in modifications of the circulation and parking around the Project Site in the following ways: (i) valet parked cars would no longer need to circle the block from the existing Wilshire Boulevard entrance (during normal operations), turning onto Ocean Avenue, California Avenue and then Second Street to access the Second Street Parcel; (ii) passenger pickup/drop off services for special events under the tree would be accommodated at the new Second Street Entry and valets would no longer need to circle the block from Ocean Avenue to access parking on the Second Street Parcel or the on-site parking on Wilshire Boulevard as occurs currently during these special events; (iii) truck loading dock operations would occur in a newly designed and adequate loading space on-site on Second Street so that trucks no longer extend into the sidewalks and streets when making deliveries under existing conditions; (iv) at-grade short-term bicycle parking would be distributed throughout the Project Site so as to be easily accessible from the surrounding streets; and iv) the new subterranean parking structure would include dedicated and secure bicycle parking for employees, guests and residents to encourage non-automobile transit modes for localized, commuter, and transit-oriented "last mile" trips.

Project Design Features

The following Project Design Feature (PDF) is proposed consistent with the City's existing regulations:

PDF TR-1 (TDM Plan): The Applicant shall prepare an enhanced TDM Program that expands the current TDM Program that is based on the City's TDM ordinance and Downtown Community Plan to ensure that trip generation estimates in Table 4.17-7 of this EIR are not exceeded. The specific TDM strategies to be implemented shall be finalized as part of the Development Agreement process. The TDM Program shall include at a minimum the following TDM strategies: a TDM Coordinator; participation in the establishment of a Transportation Management Association, employer-subsidized transit passes; preferential parking and rideshare matching service for carpools and vanpools; parking pricing (i.e., do not provide free onsite parking to hotel guests); unbundled parking; Guaranteed Ride Home; bicycle parking for all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes). Detailed description of these TDM Plan elements are provided in Appendix L.

To ensure that the trip generation estimates in Table 4.17-7 of this EIR are not exceeded, a period of annual monitoring and reporting shall be undertaken for the Project. The Project Applicant shall summarize the results of the trip monitoring program, determine whether trip reduction goals and/or AVR targets are being achieved, and describe the TDM efforts in place to reduce vehicular trip making, in an annual report delivered to the City. The City, at its discretion, shall determine the type of enforcement and may require implementation of additional TDM strategies and possible monetary (or other) penalties if annual monitoring determines that the trip generation estimates are being exceeded and/or that AVR targets are not being met.

4.17.4.4 Project Impacts

Consistency with Circulation Plans/Programs/Ordinances/Policies

TR-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Statement TR-1: *The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts regarding consistency with circulation plans/programs/ ordinances/policies would be less than significant.*

Section 4.17.3.4, Local Regulations, above, provides a listing of City transportation policies established in the SCAG's RTP/SCS, and City's LUCE, the Santa Monica Bike Action Plan, Pedestrian Action Plan, and SMMC that address the circulation system. Consistency of the

Project with such City policies and regulations is also discussed in more detail in Section 4.12, *Land Use and Planning*, of this EIR as well as in Section 4.9, *Greenhouse Gas Emissions*.

The Project would include mixed-use commercial and residential uses on the Hotel Parcel and 100% affordable housing on the Second Street Parcel. The primary goals of the LUCE and SCAG's 2016 RTP/SCS with regard to alternative transportation in Santa Monica are focused on shifting trips away from single-occupancy vehicles to more sustainable modes of travel such as transit, bicycling, and walking. To achieve this goal, the LUCE encourages the development of mixed-use communities with attractive and safe bicycle and pedestrian facilities that are also well connected to high-capacity and frequent transit service. The Project would support the LUCE policies that encourage alternative transportation. Specifically, the Project would: (1) represent a mixed-use development and the intensification of urban density on an infill site within the Downtown in proximity to transit (including the Expo LRT Downtown Santa Monica Station and multiple Santa Monica Big Blue Bus and Metro bus lines); (2) include pedestrian improvements along Wilshire Boulevard, Ocean Avenue, and 2nd Street (such as new sidewalks), improvements to the on-site pedestrian network, and new bicycle parking; and (3) implement a TDM program (PDF TR-1) to encourage the use of alternative transportation and reduce single occupancy vehicle trips and VMT as much as possible. See **Table 4.17-8**, *Project Consistency with SCAG RTP/SCS*, and **Table 4.17-9**, *Project Consistency with Transportation Policies of LUCE*, for analysis of Project consistency with the specific circulation goals and policies of the SCAG's 2016 RTP/SCS and LUCE.

TABLE 4.17-8
PROJECT CONSISTENCY WITH SCAG RTP/SCS

Policy	Relationship to Project
SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)	
RTP Goal: Maximize the productivity of our transportation system.	**Consistent.** The Project would locate a visitor destination as well as affordable housing in an area served by a range of existing local and regional bus lines, and the Expo LRT Downtown Santa Monica Station adding riders and generating revenue for those transit services. Therefore, the Project would enhance the productivity of the transportation system.
RTP Goal: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Project would provide a destination hotel as well as new residences in a mixed use, Downtown area with walkable access to a large range of goods and services as well as proximity to transit, including the Expo LRT Downtown Santa Monica Station, and adjacent bicycle lanes linking to the larger City network of bicycle facilities.
SCS Goal 1. Better Placemaking: The strategies outlined in the RTP/SCS promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure.	**Consistent.** The Project is a compact, infill development near the Expo LRT Downtown Santa Monica Station and bus lines. The Project would provide bicycle parking and facilities and would improve the pedestrian experience through the provision of walkways through the Hotel Parcel, new sidewalks, and ground floor retail space along the street.
SCS Goal 5: Improved Access and Mobility: Strategies contained within the 2016–2040 RTP/SCS will help the region confront congestion and mobility issues in a variety of ways, including improvements to bicycle and pedestrian facilities. Land use strategies in the RTP/SCS will improve mobility and access by placing destinations closer together and decreasing the time and cost of traveling between them.	**Consistent.** The Project would support improved access and mobility by providing new hotel/residential/retail uses within walking distance of the Expo LRT Downtown Santa Monica Station and adjacent to bicycle lanes on Ocean Avenue, 2nd Street, and California Avenue. Additionally, bus lines that serve the Project Site are Big Blue Bus Lines 2, 3, 5, 9, and Metro Lines 20/720 and 33/733. The majority of these lines have service frequency or headways of 30 minutes or less, with peak-hour headways of 8 to 15 minutes.

Policy	Relationship to Project
SCAG Compass/ Growth Visioning Principles	
To realize the Growth Vision Principles, the Growth Vision encourages:	
(1) Focusing growth in existing and emerging centers and along major transportation corridors.	**Consistent.** The Project Site is located along the Ocean Avenue and Wilshire Boulevard corridors. The Project Site is within walking distance of the Expo LRT Downtown Santa Monica Station.
(2) Creating significant areas of mixed use development and walkable communities.	**Consistent.** The Project would develop a mix of uses in proximity to a variety of commercial and residential uses in the Downtown District, which has sidewalks on all streets in the area.
(3) Targeting growth around existing and planned transit stations.	**Consistent.** The Project Site is located within walking distance (less than ¼ mile) of the Expo LRT Downtown Santa Monica Station.
(4) Preserving existing open space and stable residential areas.	**Consistent.** The Project would not develop or encroach on existing open space and stable residential areas. The Project would provide publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue. The Project would be compatible with the surrounding area.

SOURCE: ESA, 2019.

TABLE 4.17-9
PROJECT CONSISTENCY WITH TRANSPORTATION POLICIES OF LUCE

LUCE	
Policy LU2.4: Create diverse housing options along the transit corridors and in the activity centers, replacing some commercial potential with additional affordable and workforce housing, and encouraging affordable workforce housing near the transit stations.	**Consistent.** The Project would provide 108 residences, including up to 60 condominium units on the Hotel Parcel and 48 affordable units with a mix of bedroom sizes (e.g.,17 one-bedroom, 16 two-bedroom, and 15 three-bedroom units) on the Second Street Parcel, within close proximity to public transit and local retail and services. Several transit routes are located in the vicinity, including the Santa Monica Big Blue Bus Rapid 7 route (with a stop at the intersection of Santa Monica Boulevard and Ocean Avenue) and the Santa Monica Big Blue Bus Wilshire Boulevard Route 2 (with a stop at the intersection of Wilshire Boulevard and Fourth Street) and Metro Local 20 bus route (with a stop at the intersection of Wilshire Boulevard and Ocean Avenue and Wilshire Boulevard and the Third Street Promenade) and the Metro Rapid 7 route is located approximately two blocks to the southeast of the Project Site. In addition, site is located within approximately 0.5 miles of the Expo LRT Downtown Santa Monica Station. The site is at the northern end of the Downtown Core, which includes a wide mix of retail, service, and entertainment uses. Thus, the Project would be consistent with this policy.
LU4.4 Pedestrian-Oriented Design. Engage pedestrians with ground floor uses, building design, site planning, massing and signage that promote vibrant street life and emphasize transit and bicycle access.	**Consistent.** The Hotel Parcel would contribute to the vibrant street life within the Downtown Core through the inclusion of ground-level retail space at the corner of Wilshire Boulevard and 2nd Street, with an articulated recessed corner entrance area. In addition, the Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. The Project would also provide a mid-block pedestrian linkage between Ocean Avenue and 2nd Street through the Hotel Parcel with the removal of the perimeter wall, thus breaking up the super-block that currently exists. Thus, the Project would be designed to open up the Hotel Parcel super block to views as well as to provide public use in a way that would contribute to the pedestrian nature of the Downtown Core. The Project would locate residents and visitors close to transit and within walking and biking distance of entertainment, services, and regional and local attractions (i.e., Santa Monica Pier, Palisades Park, Santa Monica Beach, the Third Street Promenade, and the open-air Santa Monica Place Shopping Center).

Policy LU8.1: Transportation Demand Management. Require participation in TDM programs for projects above the base to encourage walking, biking, and transit, and to reduce vehicle trips. Engage existing development in TDM Districts and programs to encourage reduction of existing vehicle trips.	**Consistent.** In accordance with the City's TDM Ordinance and as provided in PDF TR-1, the Applicant would implement an enhanced TDM plan designed to achieve a 1.75 AVR target. As indicated in PDF TR-1, the TDM plan, which would establish trip reduction, would include a TDM Coordinator, Transportation Management Association, employer-subsidized transit passes; preferential parking and rideshare matching service for carpools and vanpools; unbundled parking; Guaranteed Ride Home; bicycle parking for all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes).
Policy LU15.1 Create Pedestrian-Oriented Boulevards. Orient the City's auto-dependent boulevards to be inviting avenues with wider sidewalks, improved transit, distinctive architecture, landscaping, trees, planted medians and neighborhood–friendly services—defining a new sense of place where local residents will be attracted to shop, work, live and play.	**Consistent.** The Project would provide distinct architecture on a property designated with an ELS Overlay within the Downtown. The building fronting Wilshire Boulevard would contribute to the pedestrian environment through the provision of ground floor retail uses in contrast with the current conditions in which the Wilshire Boulevard frontage has a brick wall covered with vegetation. In addition, the building would have a recessed corner entrance area at the intersection. The mass at the base of the building would be broken up with windows that would also provide visual interest. These elements would create a pedestrian-scale along the Wilshire Boulevard and 2nd Street frontages. The Project would also result in the removal of the curb cuts along Wilshire Boulevard, which would contribute to a more pedestrian-friendly experience. The Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. Street trees would be planted in accordance with the City's requirements. Thus, the Project would enhance the Wilshire Boulevard and Ocean Avenue corridors and would contribute to the pedestrian experience.
Wilshire Boulevard Policies	
Policy B2.2: Enhance the streetscape environment to create an inviting pedestrian experience with bus shelters, open plazas, bike parking and street level activity.	**Consistent.** The proposed Ocean Building would include a recessed corner entrance area with decorative sidewalk treatment at the intersection of Wilshire Boulevard and 2nd Street. The ground-level retail uses would serve to activate the streetscape along Wilshire Boulevard between 2nd Street and Ocean Avenue, an area currently consisting of a brick wall covered with vegetation. A publicly accessible open space area would be created at the intersection of Wilshire Boulevard and Ocean Avenue.
Circulation Element	
Policy T8.4: Design buildings to prioritize pedestrian access from the street, rather than from a parking lot.	**Consistent.** The Project would result in the removal of the perimeter walls around the Hotel Parcel and the creation of pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel. Surface parking would be removed and all parking would be below grade. The Project would provide retail space at the intersection of Wilshire Boulevard and 2nd Street with direct access from the sidewalk. In addition, the Project would provide approximately 0.32 acre of publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, which would be directly accessible from the sidewalks.
Policy T15.1: Reduce automobile trips starting or ending in Santa Monica, especially during congested periods, with the goal of keeping peak period trips at or below 2009 levels.	**Consistent.** As indicated in PDF TR-1, the Project would include a TDM Program that would serve to reduce vehicle trips. In addition, the Project Site is located within close proximity to public transit, including the Expo LRT Downtown Santa Monica Station. The Project Site would locate visitors and residents within close proximity to off-site retail, service, and entertainment uses as well as within proximity to numerous regional attractions, including the Santa Monica Pier, Third Street Promenade, and Palisades Park.
Policy T15.7: Monitor and coordinate construction activity to minimize disruption on the transportation system.	**Consistent.** A Construction Impact Mitigation Plan (CIMP) would be required to address transportation impacts from demolition, site preparation, and ongoing construction activities. Components of the plan would include measures to address vehicular and pedestrian safety, notification of local business, identification of construction parking, construction traffic and route design, and construction scheduling. The CIMP would be subject to approval by the City prior to issuance of a building permit. The approved mitigation plan would be posted and available at the Project Site for the duration of construction and would be produced upon request.

Policy T19.2: Impose appropriate Transportation Demand Management (TDM) requirements for new development. *Policy T21.3:* TDM program requirements shall be triggered for new development consistent with the LUCE performance standards.	**Consistent.** As indicated in Policy LU 8.1, the Applicant would implement a TDM plan designed to achieve a 1.75 AVR target in accordance with the City's TDM Ordinance and as indicated in PDF TR-1.
Policy T25.2: Require that parking be accessed only from alleys, where alley access is available. *Policy T25.3:* Minimize the width and number of driveways at individual development projects.	Consistent. The Project would close the vehicular access along Wilshire Boulevard. Primary vehicular site access to the Hotel Parcel would be provided via 2nd Street (Entry Court), California Avenue (employees only), and Ocean Avenue (residents). Although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation and minimize transportation impacts on the streets. Access for the Second Street Parcel would be from the alley.

SOURCE: ESA, 2019.

Bike Action Plan: The Project would not conflict with the City's Bike Action Plan. The Project is located adjacent to dedicated bicycle lanes on Ocean Avenue, 2nd Street, and California Avenue. Furthermore, the Project would not physically interfere with any future bicycle projects identified in the Bike Action Plan. The Project would also not conflict with the City's goals/policies to increase bicycling in the City. Rather, the Project would encourage employees, residents, and visitors to bike through implementation of a TDM plan and the provision of on-site bicycle amenities such as a designated bicycle sharing area, secure bicycle parking (short-term and long-term bike racks and lockers), showers, and personal locker facilities.

Pedestrian Action Plan: The Project would not conflict with the Pedestrian Action Plan. The Project would provide distinct architecture on the Hotel Parcel, which is designated with an ELS Overlay within the Downtown. The building fronting Wilshire Boulevard would contribute to the pedestrian environment through the provision of retail uses on the ground floor in contrast with the current conditions in which the Wilshire Boulevard frontage has a brick wall covered with vegetation. In addition, the building would have a recessed corner entrance area at the intersection. The mass at the base of the building would be broken up with windows that would also provide visual interest. These elements would create a pedestrian-scale along the Wilshire Boulevard and 2nd Street facades of the building. The Project would also result in the removal of the curb cuts along Wilshire Boulevard, which would contribute to a more pedestrian-friendly experience. The Project would provide publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. Therefore, the Project would support the goals and actions of the Pedestrian Action Plan.

Santa Monica Municipal Code: The Project would be implemented through a Development Agreement, and as such, would be subject to the standards and requirements set forth within that Agreement rather than the SMMC. However, the Project would provide at least the minimum number of bicycle parking, bicycle storage/lockers, EV vehicle charging spaces as required by the SMMC (actual number would likely be greater and would be determined as part of the Development Agreement). With respect to parking, the Project Site is located in the Downtown area, where parking is not required to be provided. However, the Project would provide parking as necessary to meet anticipated parking needs based on the estimated parking demand for guests, employees, and visitors. Parking maximums established for the Downtown would not be exceeded. Furthermore, the Project Applicant would be required to pay transportation impact fees

(TIF) to fund City transportation improvements plans and projects. The total parking supply number and TIF amount to be paid would be determined as part of the Development Agreement.

With respect to Project construction, haul trucks and workers would travel to and from the Project Site, adding additional trips on the streets in the Project vicinity. Construction staging would occur primarily on site and would not be expected to disrupt access to nearby uses. In addition, temporary lane closures or sidewalk closures could result periodically. However, in accordance with PDF CE-1, the Project would prepare a CIMP to address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, construction parking, and coordination with agencies and the public regarding construction activities. With the implementation of the CIMP as required by the City's Construction Management Ordinance, construction impacts on pedestrians, bicyclists, and transit would be reduced to a less than significant level.

Therefore, the Project would not conflict with the SMMC such that a significant adverse impact to transportation would occur.

Vehicle Miles Traveled

TR-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064, Subdivision (b)?

Impact Statement TR-2: *The Project Site is approximately 0.5 miles from the Expo LRT Downtown Santa Monica Station and is accessible via six bus lines within a 0.25-mile radius. Additionally, the Project would develop at a FAR greater than 0.75~~, would not exceed the DCP's parking maximum~~, and is consistent with the SCS (as described in Section 4.12, Land Use and Planning, of this EIR). ~~Therefore, following OPR's 2019 CEQA Guidelines, new Section 15064.3, subdivision (b)(1), the Project would be presumed to have a less than significant transportation impact. Nonetheless, a~~ A quantitative VMT analysis ~~is provided~~ has been prepared for informational purposes ~~only~~ following the guidance in OPR's Technical Advisory. Since the City of Santa Monica adopted VMT thresholds after publication of the Draft EIR and because the Project predates the applicability of Section 15064.3, no determination of significance is made.*

Pursuant to SB 743, OPR adopted CEQA Guidelines Section 15064.3(c) which states that the provisions of this section shall apply prospectively and must be implemented statewide by July 1, 2020. The Recirculated Notice of Preparation for the Project was issued in June 2018, prior to the adoption of Section 15064.3, and the Draft EIR was released before July 1, 2020. Therefore, a VMT analysis is not required for the Project. Although not required, a VMT analysis consistent with CEQA Guidelines Section 15064.3 requirements is provided in this section for informational purposes only.

Although Section 15064 emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the section also suggests screening criteria that indicate when a project may have a less than significant, transportation impact on the environment. Specifically, Section 15064.3, subdivision (b)(1) states that "generally, projects within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor should be presumed to have a

less-than-significant impact on VMT." This is also stated in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which contains OPR's screening criteria regarding the use of VMT in the assessment of transportation impacts. While following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project would be presumed to have a less than significant transportation impact and no further VMT analysis is required.

However, per ~~Per~~ the Technical Advisory, the presumption of a less than significant impact ~~would~~ may not apply~~, however,~~ if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)

The Project Site lies within the Downtown Core, which is considered a transit priority area due to the abundance of mass transit service. The Project Site is approximately 0.5 miles from the Expo LRT Downtown Santa Monica Station and is accessible via six bus lines within a 0.25-mile radius. Additionally, the Project would develop at a FAR greater than 0.75, ~~would not exceed the DCP's parking maximum,~~ and is consistent with the SCS (as described in Section 4.11, *Land Use and Planning*, of this EIR). Within the Downtown, there are no minimum parking requirements, but maximum rates are specified by land use, in recognition of the high degree of non-automotive mobility and supply of existing parking provided on-street, in municipal garages and amongst existing developments. The Project would provide residential parking in excess of the allowable parking in order to avoid negative outcomes on the neighborhood (although parking is not a CEQA impact area) and in consideration of Coastal Commission requirements. Therefore, ~~following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project would be presumed to have a less than significant transportation impact and no further VMT analysis is required. Additionally, OPR's Technical Advisory also states that "potential measures to reduce vehicle miles traveled include…incorporate affordable housing into the project." As discussed in Chapter 2.0, Project Description, the Project would incorporate 48 affordable units with a mix of bedroom sizes. Nonetheless,~~ a quantitative VMT analysis has also been prepared for informational purposes following the guidance in OPR's Technical Advisory. Since the City of Santa Monica has not yet adopted VMT thresholds and because the Project predates the applicability of Section 15064.3, no determination of significance is made.

Project VMT Calculation

The estimates of VMT for the Project are based on OPR's Technical Advisory, which recommends evaluating each component of a mixed-use project independently. The estimates of Project-related VMT are based on the trip generation estimates for the Project presented in Table 4.17-7. For each use, the total trips are multiplied by the average trip length for that type of trip from the Santa Monica TDFM TAZs at and around the Project Site. The number of total miles is

then divided by the number of people related to that use (employees, residents, other visitors). The following steps were used to estimate project-related VMT, which were then compared with citywide and regional (County-wide) averages:

Employee VMT

- **Estimate the total number of Project employees:** The Project is estimated to generate 387 employees per information provided by the Applicant.
- Multiply the estimated employee trips by the trip length, and divide by the number of employees to calculate average VMT per employee.

  As indicated in Table 4.17-7, the Project's hotel use would generate 303 daily employee trips. The hotel component of the Project is in TAZ 78. Based on the TDFM, the vehicle trip length for average home-based work trip attraction in TAZ 78 is 12.6. Therefore, the 303 employee vehicle trips of 12.6 miles each equals 3,818 total miles. Dividing the total miles by employee equates to 9.9 VMT per employee. This is about half of the existing citywide average of 19.2 VMT per employee. In comparison to the regional average for Los Angeles County, the Project's 9.9 VMT per employee is more than 15% below existing regional average of 18.41 VMT per employee.

Residential VMT

- **Estimate the total number of residents for all dwelling units for the project.**

  The Project would provide 108 dwelling units (60 condominiums and 48 affordable housing units). As previously stated, to calculate the total number of Project residents, the average household size data from the citywide 2017 American Community Survey 5-Year Estimates[4] for Santa Monica and empirical household size data from existing affordable housing developments in Santa Monica are used. Based on this data, the Project would result in a population of 275 residents.
- **Multiply the estimated residential trips by the trip length, and divide by the total number of residents to calculate average VMT per capita.**

  As indicated in Table 4.17-7, the Project would generate 552 daily residential trips. The residential components of the Project are located in TAZ 78 and TAZ 79. Based on the average home-based productions trip length in TAZs near to the Project is 5.33, which is slightly lower than the citywide average of 5.4 miles. The 552 residential trips of 5.33 miles each equals 2,942 total miles. This equates to 10.7 VMT per capita, which is slightly greater than the citywide average of 9.0 VMT per capita. In comparison to the regional average for Los Angeles County, the Project's 10.7 VMT per capita is more than 15% below existing regional average of 13.44 VMT per capita.

Hotel Guest and Retail/Restaurant VMT

- **Estimate the number of non-employee and non-residential trips to and from the project.**

  If 855 daily project trips are made by employees and residents, then the remaining 2,155 daily trips would be made by hotel guests and patrons of the restaurant and retail spaces who are not otherwise staying at the hotel.

[4] https://www.census.gov/programs-surveys/acs/data.html

- **Calculate total VMT for hotel guest and retail/restaurant.** The average trip length for home-based-other trip attractions and non-home-based trip attraction in TAZ 78 is 7.4 miles. The average trip length for non-home-based trip productions in TAZ 78 is 5.6 miles. These trip types represent all other travel activity that is not directly related to commute trips or home-based trips, which would include hotel visitors. Applying these trip lengths to the estimated non-employee and non-residential inbound and outbound trips yields an estimate of 13,748 miles per day. However, this likely represents a conservative analysis to estimating VMT for commercial uses since it does not account for the potential that new commercial (i.e., retail and restaurant) development can result in a redistribution of trips rather than the creation of new trips. Thus, it does not account for the potential that some trips could replace trips that would otherwise be made to and from other commercial destinations in the area.

In summary, when added to the 3,818 estimated miles of employee trips per day and 2,942 estimated miles of residential trips per day, total daily VMT for the Project is estimated to be 20,508 miles. The Project would result in per employee VMT rate that is lower than existing citywide per employee VMT and more than 15% lower than the existing regional VMT per employee.

As previously noted, the City's VMT screening criteria and VMT significance thresholds were adopted on June 9, 2020 prior to the circulation of the Draft EIR, and apply prospectively (to future projects). Therefore, the thresholds are not applicable to the Project. However, for informational purposes, the Project's VMT is analyzed in comparison with the City's significance criteria.

While residential infill in dense urban areas with good walking, biking, and transit access (non-automotive modes) such as the Downtown are known to ultimately decrease VMT, the Project's residential VMT per capita would be slightly higher than the Citywide average (but more than 15% lower than the existing regional VMT per capita). The Project's VMT analysis likely overestimates trip generation because it utilizes more traditional trip generation rates for LOS. More specifically, while there is evidence that affordable housing generally result in lower trip generation, the trip generation calculation for the Project's 48 affordable housing units was done using the City's standard residential trip rate assuming two cars per unit because the City does not have a separate trip generation rate for affordable housing units and does not account for displaced trips which would have otherwise occurred without the project. Acknowledging the abundance of mass transit service and other non-vehicle mobility options that the Downtown enjoys, the Applicant proposes to build no more than one parking space per affordable unit. This parking supply would lower the residential trip generation by revising the daily rate for Affordable Housing 2-3 bedrooms from the two-car-household assumption of 5.47 to a one-car-household assumption of 3.2, resulting in ~~(estimated to be about~~ 481 daily trips compared with the conservatively-estimated 552 trips used in the analysis~~)~~. Using the lower trip generation rate assumptions for the affordable units would reduce the VMT per capita to about 9.3, only slightly higher than the Citywide average (but still more than 15% below regional (Los Angeles County-wide) average). In addition, the estimated trip generation would be further reduced if there is a reduction in the parking per unit ratio for the condominiums on the Hotel Parcel. ~~Even a slight reduction in the residential parking supply on the Hotel Parcel would likely result in a lower~~

~~project VMT per capita than the City average.~~ Based on the applicant TDM program to unbundle residential parking, some of the 60 units may be assumed to have fewer than 2 cars per household. However, based on the current parking plan for the Hotel Parcel, the Project's residential VMT per capita would be greater than the City average and therefore greater than the City's recently adopted significance threshold 1. However, the total VMT calculated for the Project's combined residential and employee VMT would be 6,251 miles, which would be more than 36% lower than the "business as usual" VMT. Therefore, in comparison with the City's significance threshold 2, the proposed Project would be lower.

	Project VMT	Existing City Average VMT/capita	Project Population	Business as Usual (BAU) VMT	Project VMT vs. BAU VMT
Commercial Employee	9.9	19.2	387	7,430	-3,612
Residential	8.9	9	275	2,472	-26
	18.7			**9,902**	**-3,638 (37% lower)**

Furthermore, the Project would be consistent with the overall intent of SB 743 to reduce VMT and GHGs, the development of multi-modal transportation networks, and a diversity of land uses. The Project would develop a mixed-use project in the transit-rich and pedestrian-active Downtown area. The Project is comprised of a mixed-use development that would include hotel, retail/restaurant uses, and new housing opportunities with affordable housing. The mix of land uses on a single site and in proximity to other nearby uses would minimize vehicle trips. Furthermore, Wilshire Boulevard is a highly-utilized transit corridor, and the Project would be well served by existing bus routes and the Expo LRT. The Project Site's accessibility to various mobility options and a variety of destinations would help minimize vehicle trips and decrease VMT. The Project would also minimize VMT to and from the site by implementing unbundled parking and a TDM plan.

Intersection and Street Segment Operations

Pursuant to Section 21099 subdivision b(2), automobile delay as described by LOS or similar measures of capacity or traffic congestion, shall not be considered significant impacts on the environment. Nonetheless, the analysis of intersection and street segment operations using LOS is presented below to comply with the City's current transportation analysis methodology, using the adopted significance thresholds of the City.

Impact Statement TR-2B: *The Project would exceed the City's operational level of service thresholds at four intersections (Intersection Nos. 1, 3, 14, and 42) and five street segments (Segment Nos. 2, 8, 9, 10, and 11) during the weekday AM and/or PM peak hours and/or weekend midday peak hour under both the Approval Year (2020) and Future Year (2025) traffic analysis scenarios. The mitigation measure identified for Intersection No. 14 would reduce impacts to a less-than-significant level. While mitigation measures were identified for Intersection Nos. 1, 3, and 42, implementation was found to be infeasible. No feasible mitigation was identified for the five impacted street segments. Therefore, the impact at*

Intersection Nos. 1, 3, and 42 and the five impacted street segments would be significant and unavoidable.

Intersection Operations

Approval Year (2020) with Project

As shown in **Table 4.17-10**, *Approval Year (2020) Intersection Level of Service*, of the 51 analyzed intersections, the following four study intersections would be significantly impacted by the Project:

1. Palisades Beach Road (PCH) & California Incline (LOS E in the AM peak hour)
3. Ocean Avenue & California Avenue (LOS E in the AM peak hour, LOS F in the PM peak hour)
14. 2nd Street & Wilshire Boulevard (LOS F in all analyzed peak hours)
42. Lincoln Boulevard & California Avenue (LOS D in the AM peak hour).

At some intersections, the vehicle delay estimated for the Approval Year (2020) is shown in the table to decrease slightly even as Project trips are added. Under the HCM methodology, intersection delay is a calculation whereby the overall delay is not additive, but rather a weighted average of all movements. Adding trips to some movements which are already congested will increase overall delay, but adding trips to movements with available capacity could actually decrease the average delay value slightly.

Future Year (2025) with Project.

As shown in **Table 4.17-11**, *Future Year (2025) Intersection Level of Service*, of the 51 analyzed intersections, the following four study intersections would be significantly impacted by the Project:

1. Palisades Beach Road (PCH) & California Incline (LOS E in the AM peak hour)
3. Ocean Avenue & California Avenue (LOS E/F in all evaluated peak hours)
14. 2nd Street & Wilshire Boulevard (LOS F in all evaluated peak hours)
42. Lincoln Boulevard & California Avenue (LOS E/F in the AM and weekend peak hours)

These are the same four intersections where significant impacts were identified for the Approval Year (2020) with Project traffic.

TABLE 4.17-10
APPROVAL YEAR (2020) INTERSECTION LEVEL OF SERVICE

No	Intersection	Peak Hour	Approval Year (2020) No Project			Approval Year (2020) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
1	Palisades Beach Road (PCH) & California Incline	AM	1.196	69	E	1.205	71	E	2	**Yes**
		PM	1.008	47	D	1.008	48	D	1	No
		WKND	1.203	88	F	1.204	90	F	0.001	No
2	Ocean Avenue & Montana Avenue	AM	0.370	8	A	0.370	8	A	0	No
		PM	0.351	10	A	0.352	10	A	0	No
		WKND	0.377	10	A	0.378	10	A	0	No
3	Ocean Avenue & California Avenue	AM	0.937	72	E	0.936	80	E	8	**Yes**
		PM	1.192	- [b]	F	1.264	- [b]	F	0.072	**Yes**
		WKND	1.252	- [b]	F	1.245	- [b]	F	-0.007	No
4	Ocean Avenue & Wilshire Boulevard	AM	0.299	12	B	0.297	12	B	0	No
		PM	0.391	22	C	0.393	23	C	1	No
		WKND	0.397	28	C	0.386	25	C	-3	No
5	Ocean Avenue & Arizona Avenue	AM	0.256	7	A	0.256	7	A	0	No
		PM	0.367	13	B	0.368	13	B	0	No
		WKND	0.356	13	B	0.357	13	B	0	No
6	Ocean Avenue & Santa Monica Boulevard	AM	0.303	9	A	0.303	9	A	0	No
		PM	0.443	31	C	0.444	31	C	0	No
		WKND	0.482	42	D	0.482	42	D	0	No
7	Ocean Avenue & Broadway	AM	0.358	8	A	0.357	7	A	-1	No
		PM	0.552	37	D	0.549	35	C	-2	No
		WKND	0.581	47	D	0.574	44	D	-3	No
8	Ocean Avenue & Colorado Avenue	AM	0.368	25	C	0.369	25	C	0	No
		PM	0.511	47	D	0.512	47	D	0	No
		WKND	0.456	36	D	0.457	36	D	0	No

No	Intersection	Peak Hour	Approval Year (2020) No Project			Approval Year (2020) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
9	Ocean Avenue & Moomat Ahiko Way/(PCH Ramps)	AM	0.439	25	C	0.440	25	C	0	No
		PM	0.527	24	C	0.528	24	C	0	No
		WKND	0.455	25	C	0.456	25	C	0	No
10	Ocean Avenue & Olympic Drive	AM	0.409	11	B	0.410	11	B	0	No
		PM	0.546	14	B	0.546	14	B	0	No
		WKND	0.536	36	D	0.538	36	D	0	No
11	Ocean Avenue & Pico Boulevard	AM	0.491	20	B	0.492	20	B	0	No
		PM	0.572	39	D	0.573	39	D	0	No
		WKND	0.484	30	C	0.485	30	C	0	No
12	2nd Street & Washington Avenue	AM	0.193	9	A	0.196	9	A	0	No
		PM	0.229	9	A	0.229	9	A	0	No
		WKND	0.236	9	A	0.237	9	A	0	No
13	2nd Street & California Avenue	AM	0.379	10	A	0.405	11	B	1	No
		PM	0.467	12	B	0.486	13	B	1	No
		WKND	0.504	13	B	0.524	14	B	1	No
14	2nd Street & Wilshire Boulevard	AM	0.364	36	D	1.564	- [b]	F	≥ 1	**Yes**
		PM	0.392	71	E	0.965	- [b]	F	≥ 1	**Yes**
		WKND	0.762	- [b]	F	5.991	- [b]	F	5.229	**Yes**
15	2nd Street & Arizona Avenue	AM	0.327	29	C	0.331	29	C	0	No
		PM	0.397	29	C	0.399	29	C	0	No
		WKND	0.364	29	C	0.366	29	C	0	No
16	2nd Street & Santa Monica Boulevard	AM	0.336	29	C	0.337	29	C	0	No
		PM	1.135	97	F	1.135	97	F	0	No
		WKND	1.088	86	F	1.088	86	F	0	No
17	2nd Street & Broadway	AM	0.283	27	C	0.284	27	C	0	No
		PM	0.281	27	C	0.281	27	C	0	No
		WKND	0.350	29	C	0.350	29	C	0	No

No	Intersection	Peak Hour	Approval Year (2020) No Project			Approval Year (2020) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
18	2nd Street & Colorado Avenue	AM	0.294	35	C	0.295	35	C	0	No
		PM	0.320	35	C	0.320	35	C	0	No
		WKND	0.374	35	C	0.375	35	C	0	No
19	Main Street & Olympic Drive	AM	0.690	94	F	0.691	93	F	0.001	No
		PM	0.378	22	C	0.379	22	C	0	No
		WKND	0.614	81	F	0.615	81	F	0.001	No
20	3rd Street & California Avenue	AM	0.402	11	B	0.426	11	B	0	No
		PM	0.363	10	A	0.381	10	A	0	No
		WKND	0.428	11	B	0.453	12	B	1	No
21	3rd Street & Wilshire Boulevard	AM	0.167	14	B	0.169	14	B	0	No
		PM	0.239	20	B	0.247	20	B	0	No
		WKND	0.290	16	B	0.295	16	B	0	No
22	4th Street & Montana Avenue	AM	0.287	7	A	0.287	7	A	0	No
		PM	0.325	8	A	0.325	8	A	0	No
		WKND	0.295	8	A	0.298	8	A	0	No
23	4th Street & Washington Avenue	AM	0.424	11	B	0.426	11	B	0	No
		PM	0.451	12	B	0.453	12	B	0	No
		WKND	0.324	10	A	0.329	10	A	0	No
24	4th Street & California Avenue	AM	0.347	7	A	0.355	7	A	0	No
		PM	0.344	8	A	0.349	8	A	0	No
		WKND	0.325	8	A	0.336	8	A	0	No
25	4th Street & Wilshire Boulevard	AM	0.287	28	C	0.288	28	C	0	No
		PM	0.293	28	C	0.299	28	C	0	No
		WKND	0.324	29	C	0.332	29	C	0	No
26	4th Street & Arizona Avenue	AM	0.311	26	C	0.313	26	C	0	No
		PM	0.372	30	C	0.374	30	C	0	No
		WKND	0.381	30	C	0.382	30	C	0	No

No	Intersection	Peak Hour	Approval Year (2020) No Project			Approval Year (2020) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
27	4th Street & Santa Monica Boulevard	AM	0.294	23	C	0.296	23	C	0	No
		PM	0.274	28	C	0.279	28	C	0	No
		WKND	0.304	29	C	0.308	29	C	0	No
28	4th Street & Broadway	AM	0.394	35	C	0.399	35	C	0	No
		PM	0.495	41	D	0.496	41	D	0	No
		WKND	0.476	41	D	0.475	41	D	0	No
29	4th Street & Colorado Avenue	AM	0.303	17	B	0.303	17	B	0	No
		PM	0.429	23	C	0.430	23	C	0	No
		WKND	0.423	24	C	0.425	24	C	0	No
30	4th Street & I-10 Freeway Westbound Off-Ramp	AM	0.704	39	D	0.707	39	D	0	No
		PM	0.574	29	C	0.578	29	C	0	No
		WKND	0.467	26	C	0.467	26	C	0	No
31	4th Street & I-10 Freeway Eastbound On-Ramp	AM	0.574	41	D	0.575	41	D	0	No
		PM	0.557	25	C	0.558	25	C	0	No
		WKND	0.538	43	D	0.538	43	D	0	No
32	5th Street & California Avenue	AM	0.340	10	A	0.358	10	A	0	No
		PM	0.495	12	B	0.512	13	B	1	No
		WKND	0.425	11	B	0.446	12	B	1	No
33	5th Street & Wilshire Boulevard	AM	0.289	17	B	0.293	17	B	0	No
		PM	0.391	18	B	0.399	18	B	0	No
		WKND	0.393	16	B	0.399	16	B	0	No
34	5th Street & Arizona Avenue	AM	0.288	20	B	0.292	20	B	0	No
		PM	0.316	21	C	0.320	21	C	0	No
		WKND	0.500	25	C	0.500	24	C	-1	No
35	5th Street & Santa Monica Boulevard	AM	0.287	24	C	0.290	24	C	0	No
		PM	0.373	22	C	0.377	22	C	0	No
		WKND	0.369	27	C	0.369	28	C	1	No

No	Intersection	Peak Hour	Approval Year (2020) No Project			Approval Year (2020) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
36	5th Street & Broadway	AM	0.377	24	C	0.383	24	C	0	No
		PM	0.388	23	C	0.393	23	C	0	No
		WKND	0.449	22	C	0.450	23	C	1	No
37	5th Street & Colorado Avenue	AM	0.324	22	C	0.327	22	C	0	No
		PM	0.426	23	C	0.430	23	C	0	No
		WKND	0.417	24	C	0.424	24	C	0	No
38	6th Street & California Avenue	AM	0.353	10	A	0.370	10	A	0	No
		PM	0.427	12	B	0.437	12	B	0	No
		WKND	0.425	11	B	0.441	11	B	0	No
39	7th Street & Montana Avenue	AM	0.772	35	C	0.774	35	C	0	No
		PM	0.720	24	C	0.720	24	C	0	No
		WKND	0.803	35	C	0.803	35	C	0	No
40	7th Street & California Avenue	AM	0.538	14	B	0.544	15	B	1	No
		PM	0.621	15	B	0.626	16	B	1	No
		WKND	0.510	15	B	0.517	15	B	0	No
41	Lincoln Boulevard & Montana Avenue	AM	0.452	11	B	0.453	11	B	0	No
		PM	0.502	9	A	0.502	9	A	0	No
		WKND	0.484	9	A	0.484	9	A	0	No
42	Lincoln Boulevard & California Avenue	AM	0.861	36	D	0.876	38	D	2	**Yes**
		PM	0.886	27	C	0.900	28	C	1	No
		WKND	0.931	30	C	0.960	33	C	3	No
43	Lincoln Boulevard & Wilshire Boulevard	AM	0.451	22	C	0.453	23	C	1	No
		PM	0.447	22	C	0.448	22	C	0	No
		WKND	0.504	22	C	0.503	22	C	0	No
44	Lincoln Boulevard & Arizona Avenue	AM	0.812	50	D	0.816	50	D	0	No
		PM	0.800	38	D	0.801	38	D	0	No
		WKND	0.648	30	C	0.647	30	C	0	No

No	Intersection	Peak Hour	Approval Year (2020) No Project			Approval Year (2020) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
45	Lincoln Boulevard & Santa Monica Boulevard	AM	0.487	24	C	0.489	24	C	0	No
		PM	0.568	27	C	0.570	27	C	0	No
		WKND	0.600	31	C	0.600	31	C	0	No
46	Lincoln Boulevard & Broadway	AM	0.545	30	C	0.546	30	C	0	No
		PM	0.584	31	C	0.585	31	C	0	No
		WKND	0.673	38	D	0.677	38	D	0	No
47	Lincoln Boulevard & Colorado Avenue	AM	0.525	70	E	0.523	70	E	0	No
		PM	0.521	53	D	0.521	53	D	0	No
		WKND	0.623	52	D	0.626	54	D	2	No
48	Lincoln Boulevard & I-10 Freeway Westbound Off-Ramp	AM	0.959	91	F	0.962	90	F	0.003	No
		PM	0.703	40	D	0.705	40	D	0	No
		WKND	0.840	54	D	0.841	54	D	0	No
49	Lincoln Boulevard & I-10 Freeway Eastbound On-Ramp	AM	0.807	38	D	0.809	38	D	0	No
		PM	0.550	30	C	0.551	30	C	0	No
		WKND	0.761	36	D	0.763	36	D	0	No
50	PCH & Entrada Drive	AM	0.838	20	B	0.839	20	B	0	No
		PM	0.707	6	A	0.707	6	A	0	No
		WKND	0.616	6	A	0.617	6	A	0	No
51	PCH & Chautauqua Boulevard/Channel Road	AM	1.024	- [b]	F	1.025	- [b]	F	0.001	No
		PM	0.958	82	F	0.958	82	F	0	No
		WKND	0.949	80	E	0.949	80	E	0	No

SOURCE: Fehr & Peers, 2020

TABLE 4.17-11
FUTURE YEAR (2025) INTERSECTION LEVEL OF SERVICE

No	Intersection	Peak Hour	Future Year (2025) No Project			Future Year (2025) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
1	Palisades Beach Road (PCH) & California Incline	AM	1.115	67	E	1.125	68	E	1	**Yes**
		PM	0.949	49	D	0.949	50	D	1	No
		WKND	1.243	75	E	1.243	77	E	2	**Yes**
2	Ocean Avenue & Montana Avenue	AM	0.400	10	A	0.400	10	A	0	No
		PM	0.323	10	A	0.323	10	A	0	No
		WKND	0.419	11	B	0.420	11	B	0	No
3	Ocean Avenue & California Avenue	AM	0.778	66	E	0.777	68	E	2	**Yes**
		PM	1.048	- [b]	F	1.062	- [b]	F	0.014	**Yes**
		WKND	1.981	- [b]	F	1.990	- [b]	F	0.009	No
4	Ocean Avenue & Wilshire Boulevard	AM	0.362	14	B	0.361	14	B	0	No
		PM	0.498	50	D	0.501	52	D	2	No
		WKND	0.458	71	E	0.447	64	E	-7	No
5	Ocean Avenue & Arizona Avenue	AM	0.305	8	A	0.305	8	A	0	No
		PM	0.358	12	B	0.359	12	B	0	No
		WKND	0.354	13	B	0.355	13	B	0	No
6	Ocean Avenue & Santa Monica Boulevard	AM	0.330	10	A	0.330	10	A	0	No
		PM	0.488	34	C	0.489	34	C	0	No
		WKND	0.516	43	D	0.516	43	D	0	No
7	Ocean Avenue & Broadway	AM	0.408	13	B	0.407	13	B	0	No
		PM	0.605	53	D	0.604	52	D	-1	No
		WKND	0.657	61	E	0.658	60	E	-1	No
8	Ocean Avenue & Colorado Avenue	AM	0.401	26	C	0.402	26	C	0	No
		PM	0.545	53	D	0.546	53	D	0	No
		WKND	0.588	46	D	0.589	46	D	0	No

No	Intersection	Peak Hour	Future Year (2025) No Project			Future Year (2025) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
9	Ocean Avenue & Moomat Ahiko Way/(PCH Ramps)	AM	0.447	25	C	0.447	25	C	0	No
		PM	0.534	25	C	0.534	25	C	0	No
		WKND	0.550	31	C	0.552	31	C	0	No
10	Ocean Avenue & Olympic Drive	AM	0.467	13	B	0.468	13	B	0	No
		PM	0.585	16	B	0.586	16	B	0	No
		WKND	0.574	42	D	0.576	42	D	0	No
11	Ocean Avenue & Pico Boulevard	AM	0.563	21	C	0.564	21	C	0	No
		PM	0.551	39	D	0.553	39	D	0	No
		WKND	0.581	31	C	0.582	31	C	0	No
12	2nd Street & Washington Avenue	AM	0.142	9	A	0.142	9	A	0	No
		PM	0.196	9	A	0.198	9	A	0	No
		WKND	0.163	9	A	0.164	9	A	0	No
13	2nd Street & California Avenue	AM	0.280	9	A	0.258	9	A	0	No
		PM	0.422	11	B	0.439	11	B	0	No
		WKND	0.240	9	A	0.263	9	A	0	No
14	2nd Street & Wilshire Boulevard	AM	0.577	57	E	0.718	- [b]	F	≥ 1	**Yes**
		PM	0.501	48	D	1.105	- [b]	F	≥ 1	**Yes**
		WKND	0.636	- [b]	F	3.395	- [b]	F	2.759	**Yes**
15	2nd Street & Arizona Avenue	AM	0.279	27	C	0.280	27	C	0	No
		PM	0.433	29	C	0.435	29	C	0	No
		WKND	0.596	33	C	0.598	33	C	0	No
16	2nd Street & Santa Monica Boulevard	AM	0.377	26	C	0.381	27	C	1	No
		PM	1.331	- [b]	F	1.331	- [b]	F	0	No
		WKND	1.298	- [b]	F	1.299	- [b]	F	0.001	No
17	2nd Street & Broadway	AM	0.295	28	C	0.295	28	C	0	No
		PM	0.403	29	C	0.405	29	C	0	No
		WKND	0.425	33	C	0.425	33	C	0	No

No	Intersection	Peak Hour	Future Year (2025) No Project			Future Year (2025) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
18	2nd Street & Colorado Avenue	AM	0.381	39	D	0.381	39	D	0	No
		PM	0.441	38	D	0.441	38	D	0	No
		WKND	0.455	43	D	0.457	44	D	1	No
19	Main Street & Olympic Drive	AM	0.770	- [b]	F	0.771	- [b]	F	0.001	No
		PM	0.410	18	B	0.410	18	B	0	No
		WKND	0.661	100	F	0.663	100	F	0.002	No
20	3rd Street & California Avenue	AM	0.260	9	A	0.282	9	A	0	No
		PM	0.293	9	A	0.313	10	A	1	No
		WKND	0.525	12	B	0.549	12	B	0	No
21	3rd Street & Wilshire Boulevard	AM	0.359	16	B	0.378	17	B	1	No
		PM	0.274	21	C	0.282	21	C	0	No
		WKND	0.359	21	C	0.364	21	C	0	No
22	4th Street & Montana Avenue	AM	0.267	7	A	0.268	7	A	0	No
		PM	0.352	8	A	0.353	8	A	0	No
		WKND	0.309	8	A	0.311	8	A	0	No
23	4th Street & Washington Avenue	AM	0.447	12	B	0.449	12	B	0	No
		PM	0.423	11	B	0.425	11	B	0	No
		WKND	0.421	11	B	0.426	11	B	0	No
24	4th Street & California Avenue	AM	0.349	7	A	0.354	8	A	1	No
		PM	0.325	8	A	0.331	8	A	0	No
		WKND	0.431	9	A	0.443	10	A	1	No
25	4th Street & Wilshire Boulevard	AM	0.532	43	D	0.551	48	D	5	No
		PM	0.502	38	D	0.510	39	D	1	No
		WKND	0.563	44	D	0.575	47	D	3	No
26	4th Street & Arizona Avenue	AM	0.441	26	C	0.443	26	C	0	No
		PM	0.642	71	E	0.647	71	E	0	No
		WKND	0.651	83	F	0.655	83	F	0.004	No

No	Intersection	Peak Hour	Future Year (2025) No Project			Future Year (2025) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
27	4th Street & Santa Monica Boulevard	AM	0.480	24	C	0.483	24	C	0	No
		PM	0.353	27	C	0.359	27	C	0	No
		WKND	0.473	36	D	0.477	36	D	0	No
28	4th Street & Broadway	AM	0.556	39	D	0.559	39	D	0	No
		PM	0.582	45	D	0.588	45	D	0	No
		WKND	0.552	43	D	0.557	43	D	0	No
29	4th Street & Colorado Avenue	AM	0.404	19	B	0.404	19	B	0	No
		PM	0.452	24	C	0.453	24	C	0	No
		WKND	0.414	26	C	0.416	26	C	0	No
30	4th Street & I-10 Freeway Westbound Off-Ramp	AM	0.695	33	C	0.698	33	C	0	No
		PM	0.582	27	C	0.583	27	C	0	No
		WKND	0.554	27	C	0.554	27	C	0	No
31	4th Street & I-10 Freeway Eastbound On-Ramp	AM	0.615	60	E	0.617	60	E	0	No
		PM	0.553	27	C	0.553	27	C	0	No
		WKND	0.581	55	D	0.581	55	D	0	No
32	5th Street & California Avenue	AM	0.257	9	A	0.269	9	A	0	No
		PM	0.505	12	B	0.521	12	B	0	No
		WKND	0.255	9	A	0.282	9	A	0	No
33	5th Street & Wilshire Boulevard	AM	0.300	16	B	0.304	16	B	0	No
		PM	0.389	17	B	0.399	17	B	0	No
		WKND	0.452	17	B	0.456	17	B	0	No
34	5th Street & Arizona Avenue	AM	0.231	19	B	0.232	19	B	0	No
		PM	0.430	21	C	0.434	21	C	0	No
		WKND	0.517	27	C	0.524	27	C	0	No
35	5th Street & Santa Monica Boulevard	AM	0.265	22	C	0.268	22	C	0	No
		PM	0.405	21	C	0.409	21	C	0	No
		WKND	0.413	24	C	0.413	24	C	0	No

No	Intersection	Peak Hour	Future Year (2025) No Project			Future Year (2025) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
36	5th Street & Broadway	AM	0.367	23	C	0.372	23	C	0	No
		PM	0.408	22	C	0.412	22	C	0	No
		WKND	0.465	22	C	0.467	22	C	0	No
37	5th Street & Colorado Avenue	AM	0.371	23	C	0.375	23	C	0	No
		PM	0.431	24	C	0.435	24	C	0	No
		WKND	0.490	25	C	0.497	26	C	1	No
38	6th Street & California Avenue	AM	0.243	9	A	0.258	9	A	0	No
		PM	0.322	10	A	0.324	10	A	0	No
		WKND	0.218	9	A	0.232	9	A	0	No
39	7th Street & Montana Avenue	AM	0.775	31	C	0.777	31	C	0	No
		PM	0.685	24	C	0.685	24	C	0	No
		WKND	0.794	35	C	0.794	35	C	0	No
40	7th Street & California Avenue	AM	0.559	14	B	0.566	15	B	1	No
		PM	0.567	14	B	0.571	14	B	0	No
		WKND	0.460	11	B	0.465	12	B	1	No
41	Lincoln Boulevard & Montana Avenue	AM	0.440	11	B	0.442	11	B	0	No
		PM	0.482	9	A	0.482	9	A	0	No
		WKND	0.456	10	A	0.456	10	A	0	No
42	Lincoln Boulevard & California Avenue	AM	1.135	80	E	1.144	83	F	3	**Yes**
		PM	0.909	28	C	0.929	29	C	1	No
		WKND	1.144	67	E	1.149	68	E	1	**Yes**
43	Lincoln Boulevard & Wilshire Boulevard	AM	0.454	22	C	0.455	22	C	0	No
		PM	0.434	21	C	0.435	21	C	0	No
		WKND	0.514	23	C	0.516	23	C	0	No
44	Lincoln Boulevard & Arizona Avenue	AM	0.807	43	D	0.806	43	D	0	No
		PM	0.930	63	E	0.930	63	E	0	No
		WKND	0.618	42	D	0.621	42	D	0	No

No	Intersection	Peak Hour	Future Year (2025) No Project			Future Year (2025) with Project			V/C or Delay Change	Significant Impact?
			V/C	Delay [a]	LOS	V/C	Delay [a]	LOS		
45	Lincoln Boulevard & Santa Monica Boulevard	AM	0.483	24	C	0.483	24	C	0	No
		PM	0.600	34	C	0.602	34	C	0	No
		WKND	0.661	43	D	0.661	43	D	0	No
46	Lincoln Boulevard & Broadway	AM	0.585	42	D	0.591	43	D	1	No
		PM	0.595	33	C	0.596	33	C	0	No
		WKND	0.643	38	D	0.646	38	D	0	No
47	Lincoln Boulevard & Colorado Avenue	AM	0.582	84	F	0.581	83	F	-1	No
		PM	0.536	46	D	0.536	45	D	-1	No
		WKND	0.863	61	E	0.866	61	E	0	No
48	Lincoln Boulevard & I-10 Freeway Westbound Off-Ramp	AM	0.974	100	F	0.976	99	F	0.002	No
		PM	0.745	44	D	0.747	44	D	0	No
		WKND	0.880	67	E	0.882	67	E	0	No
49	Lincoln Boulevard & I-10 Freeway Eastbound On-Ramp	AM	0.752	28	C	0.754	28	C	0	No
		PM	0.569	30	C	0.570	30	C	0	No
		WKND	0.897	59	E	0.888	59	E	0	No
50	PCH & Entrada Drive	AM	0.811	14	B	0.812	14	B	0	No
		PM	0.715	6	A	0.715	6	A	0	No
		WKND	0.669	7	A	0.669	7	A	0	No
51	PCH & Chautauqua Boulevard/Channel Road	AM	1.173	- [b]	F	1.173	- [b]	F	0	No
		PM	1.212	- [b]	F	1.212	- [b]	F	0	No
		WKND	1.002	95	F	1.002	95	F	0	No

SOURCE: Fehr & Peers, 2020

Street Segment Operations

Table 4.17-12, *Street Segment Impact Analysis*, presents a summary of Project street segment impacts according to the City of Santa Monica's impact criteria. As shown in the table, the Project would result in significant impacts at the following five study street segments:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue (12.5 percent trip threshold)
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street (+1 trip threshold)
- Segment 9 – California Avenue between 2nd Street and 3rd Street (+1 trip threshold)
- Segment 10 – California Avenue between 3rd Street and 4th Street (+1 trip threshold)
- Segment 11 – California Avenue between 4th Street and 5th Street (+1 trip threshold)

Hazards Due to Design Features

TR-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Statement TR-3: *The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts related to hazards due to design features would be less than significant.*

The Project would not include any hazardous design feature such as sharp curves or dangerous intersections either on- or off-site (e.g., all proposed intersections would be at right-angles and signal or stop controlled), and the City's Mobility, Traffic Engineering, and Fire Divisions would review all proposed street improvements for safety and compliance with City Code requirements (including those related to hazardous visual obstructions) prior to the issuance of development review permits. Furthermore, the Project would include the development of hotel, residential, and retail uses rather than the types of uses (e.g., industrial, landfill, agriculture, etc.) that would not potentially generate substantial truck or farm equipment traffic that is hazardous or incompatible with existing traffic. Therefore, the Project would result in less than significant impacts with regard to hazards due to geometric design features.

TABLE 4.17-12
STREET SEGMENT IMPACT ANALYSIS

No.	Segment	Existing ADT		Existing with Project ADT		% Change		Significance Threshold	Significant Impact?	
		Weekday	Weekend	Weekday	Weekend	Weekday	Weekend		Weekday	Weekend
1	North of California Avenue	13,592	13,579	13,478	13,286	-0.8%	-2.2%	1 trip	NO	NO
2	Between Wilshire Boulevard and California Avenue	4,718	5,397	6,053	7,707	28.3%	42.8%	12.5%	**YES**	**YES**
3	between California Avenue and Washington Avenue	3,065	3,347	3,081	3,363	0.5%	0.5%	25%	NO	NO
4	Between Wilshire Boulevard and California Avenue	7,045	5,718	7,057	5,749	0.2%	0.5%	25%	NO	NO
5	between California Avenue and Washington Avenue	5,536	4,785	5,565	4,834	0.5%	1.0%	25%	NO	NO
6	Between Wilshire Boulevard and California Avenue	5,476	3,926	5,465	3,904	-0.2%	-0.6%	25%	NO	NO
7	Between Washington Avenue and Idaho Avenue	5,211	4,577	5,219	4,587	0.2%	0.2%	25%	NO	NO
8	Between Ocean Avenue and 2nd Street	5,611	6,679	5,715	6,847	1.9%	2.5%	1 trip	**YES**	**YES**
9	Between 2nd Street and 3rd Street	5,812	6,099	6,092	6,541	4.8%	7.2%	1 trip	**YES**	**YES**
10	Between 3rd Street and 4th Street	5,653	5,944	5,931	6,381	4.9%	7.4%	1 trip	**YES**	**YES**
11	Between 4th Street and 5th Street	4,717	5,220	4,948	5,573	4.9%	6.8%	1 trip	**YES**	**YES**

SOURCE: Fehr & Peers, 2020

Emergency Access

TR-4: Would the project result in inadequate emergency access?

Impact Statement TR-4: *Adequate emergency access is currently available to the Project Site and would be maintained during Project operation. During construction emergency access could be impeded due to truck traffic, temporary lane closures or other construction activities. However, with implementation of PDF CE-1, impacts of Project construction on emergency access would be less than significant.*

As discussed in Sections 4.15, *Fire Protection*, and 4.16, *Police Protection*, of this EIR, emergency access to the Project Site is currently available directly from surrounding arterials, including California Avenue, Ocean Avenue, Wilshire Boulevard, and 2nd Street. The Project does not propose the closure or major modification of these streets. The site plan and access to the Hotel Parcel and the Second Street Parcel with the associated street improvements (i.e., closure of access on Wilshire Boulevard) would be reviewed and approved by multiple City Divisions to ensure compliance with City code requirements and the provision of adequate emergency access. Therefore, emergency access would be maintained during operation and impacts would be less than significant.

With regard to construction, temporary lane closures or sidewalk closures around the Project Site could result periodically. Therefore, during construction, emergency access could be impeded and short-term impacts on emergency access would be potentially significant. However, the Project would prepare for City approval and would implement a CIMP in accordance with PDF CE-1 as required by the City's Construction Management Ordinance. The CIMP would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. The CIMP would establish procedures for coordination with local emergency services, training for flagman for emergency vehicles traveling through the work zone, and other measures as necessary to facilitate emergency vehicle travel. Thus, the CIMP would ensure the continued provision of emergency access during Project construction. Implementation of PDF CE-1, would ensure that construction impacts on emergency access would be less than significant.

4.17.4.5 Cumulative Impacts

Table 3-1, *Cumulative Projects List*, in Chapter 3, General Description of Environmental Setting, of this EIR lists the 91 cumulative projects (84 in Santa Monica, 7 in Los Angeles) through the future (2025) condition within the traffic study area. These projects, which are pending, approved but not yet constructed, under construction, or final (built and in operation), would contribute with the Project to potential cumulative transportation impacts on the City's transportation facilities.

Consistency with Circulation Plans/Programs/Ordinances/ Policies

The Project would include mixed-use hotel, residential, and retail development proximate to multiple transit options, would include pedestrian and bicycle improvements, would include the

implementation of a TDM program (PDF TR-1) and payment of the required TIFs, and would generate lower per employee VMT than the citywide per employee VMT, all of which would encourage the use of alternative transportation consistent with the alternative transportation policies of the LUCE and other applicable plans. Although the Project would generate slightly higher residential per capita VMT compared to the citywide average, the Project Site is located in a transit-rich area. The cumulative projects would similarly be required to support alternative transportation (such as, for example, by implementing TDM plans, paying TIFs, and incorporating bicycle facilities, as required by the SMMC). Furthermore, the Project would be fully consistent with applicable alternative transportation plans and policies as evaluated previously, and thus would not contribute considerably to any potential cumulative inconsistencies. Therefore, cumulative impacts with respect to consistency with alternative transportation plans and policies would be less than significant.

Conflict with CEQA Guidelines Section 15064.3, Subdivision (b)

Vehicle Miles Travelled

As discussed under OPR's Technical Advisory, "metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa." (OPR Technical Advisory p. 6.) Consequently, please see the analysis above for discussion of combined project specific and cumulative analysis.

Intersection and Street Segment Operations

The level of service analysis in this section is based on the City's TDFM, which takes into account the trip generation associated with future growth in the City through at least 2025, including but not limited to the trip generation associated with the cumulative projects. As indicated under Impact Statement TR-2 above, the Project would result in a less than significant level of service impacts at the majority of the study intersections and street segments analyzed. However, even with implementation of the proposed TDM program (PDF TR-1), the Project would exceed applicable level of service thresholds at four study intersections and five street segments, thereby contributing to a significant and unavoidable cumulative intersection and street segment operations impact.

Hazards Due to Design Features and Emergency Access

With regard to operation, hazards due to design features and emergency access are generally project and project site specific, and associated impacts are generally not additive between projects. Furthermore, like the Project, each of the cumulative projects would be subject to site plan review and would meet City street design and access requirements. Therefore, during operation of the Project in combination with the cumulative project, hazards due to design features and inadequate emergency access would be less than significant.

During construction, emergency access could be impeded as a result of the construction traffic particularly large haul trucks and other heavy equipment (e.g., cement trucks and cranes), that may disrupt traffic flows, limit turn lane capacities, and generally slow traffic movement. However, with the implementation of PDF CE-1, construction impacts on emergency access would be reduced to a less than significant level. As acknowledged in the DCP EIR, potential overlap of construction activities in the Downtown could potentially result in a significant increase in daily construction vehicle trips within Downtown. There are a number of cumulative projects at varying stages in the Downtown area. As with the Project, cumulative projects that have discretionary approval would be required to implement a CIMP. These plans, which would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking in the area, would be reviewed by the City with an understanding of the other projects undergoing construction in the vicinity simultaneously. Thus, implementation of the City-approved CIMP for cumulative projects would ensure the continued provision of emergency access. With the implementation of PDF CE-1, cumulative construction impacts relative to emergency access would be less than significant level. Therefore, the Project would not contribute to a cumulatively significant impact on emergency access during construction.

4.17.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding transportation from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

Project-Specific Mitigation Measures

An investigation was conducted for potential mitigation measures to reduce or eliminate the significant intersection and street segment impacts identified above. The emphasis was to identify physical improvements that could be implemented within the existing street rights of way (ROWs). This is because: (1) most of the streets in Santa Monica are already built to their maximum potential width; (2) widening the streets to provide additional capacity for vehicles could have negative secondary impacts such as loss of parking, conflicts with bicycle or pedestrian modes, and the need to remove existing adjacent development; and (3) widening the streets would conflict with the LUCE objectives and City policies to decrease vehicle miles traveled.

Intersections

The following four study intersections would be significantly impacted by the Project in both the Approval Year (2020) and the Future Year (2025):

1. Palisades Beach Road (PCH) & California Incline (LOS E in the weekday AM and weekend peak hours)
3. Ocean Avenue & California Avenue (LOS E/F in all evaluated peak hours)

14. 2nd Street & Wilshire Boulevard (LOS F in all evaluated peak hours)
42. Lincoln Boulevard & California Avenue (LOS D in the weekday AM peak hour)

As discussed below, physical improvements were considered to reduce the severity of the Project's Approval and Future Year traffic impacts. Mitigation measures for three of the four intersections are considered infeasible due to conflict with City policies. At the remaining intersection (Intersection No. 14), the potential mitigation would require removal of on-street metered parking in order to restripe intersection approaches to add turn lanes. Parking is not considered an impact criterion under CEQA.

Intersection 1 (Palisades Beach Road (PCH) & California Incline)

This signal is on a state highway and is therefore controlled by Caltrans. A small percentage of Project trips are forecast to use the California Incline to access the PCH northbound towards Malibu and Ventura, and southbound as the shortest path to reach I-10 eastbound from the Project Site. The current signal configuration permits eastbound and westbound movements during the same phase. Reconfiguring the signal to operate a split phase eastbound and westbound so that the minimal volumes exiting the Jonathan Club driveway (eastbound approach) are not conflict with the significantly higher volume turning left from westbound California Incline would likely reduce the Project effect on overall intersection delay. Sometime prior to the reconstruction of the California Incline, this intersection was operated with split phasing. However, this mitigation measure is considered infeasible since this measure would conflict with City policy to maintain flexibility in signal operations. Committing the City to permanent signal timing configuration would preclude the City from effectively managing the flow of traffic as conditions change in the future. Therefore, the impact at this intersection would be significant and unavoidable.

Intersection 3 (Ocean Avenue & California Avenue)

The critical movement is the eastbound through from the California Incline, which shares a lane with left-turning traffic. The westbound approach experiences a similarly saturated condition, with a high volume of left and through movements sharing a lane. The most feasible mitigation would be to reconfigure and retime the traffic signal to operate a split phase eastbound and westbound. The split phase would remove conflicts between through and left movements, improving overall delay to LOS E or better in all "with Project" conditions, thus mitigating the significant Project impact to a less-than-significant level. However, this mitigation measure is considered infeasible since this measure would conflict with City policy to maintain flexibility in signal operations. Committing the City to permanent signal timing configuration would preclude the City from effectively managing the flow of traffic as conditions change in the future. Therefore, the impact at this intersection would be significant and unavoidable.

Intersection 14 (2nd Street & Wilshire Boulevard)

The southbound approach of the intersection would be impacted by the addition of Project trips, due to a single-lane approach to accommodate all movements. A possible mitigation is to remove 3-4 on-street metered parking spaces on the westerly side of 2nd Street in order to stripe a two-lane southbound approach with one left-turn lane and one shared through/right-turn lane. Doing so would require the reconfiguration of the southbound bike lane on 2nd Street to possibly include

a shared lane conflict marking (hatched green bike lane) similar to the existing configuration of the northbound approach. Given the approximately 25 to 30 feet of width from the existing centerline to the curb, there would be sufficient space following the removal of parking to accommodate a left-turn pocket, a through lane, and the bike lane. The addition of a left-turn pocket would improve the intersection's V/C to better than the without Project conditions during all peak hours in the Approval and Future with Project conditions. LOS would improve to LOS D or better in the AM and PM peak hours but would remain at LOS F in the weekend midday peak hour. Therefore, the impact would be mitigated to a less-than-significant level at this intersection.

> **MM TR-1:** The Project Applicant shall reconfigure the southbound approach at Intersection No. 14 (2nd Street & Wilshire Boulevard) to include one left-turn lane, one shared right/through lane, and bicycle lane that includes a shared lane conflict marking.

The LOS results at 2nd Street & Wilshire Boulevard after mitigation are as follows:

- Approval Year (2020) Plus Project with Mitigation (LOS / Delay / V/C):
  - AM: 33.63 / C / 0.251
  - PM: 88.43 / F / 0.372
  - Weekend Midday: LOS F / 88.43 / 0.372
- Future Year (2025) Plus Project with Mitigation:
  - AM: 29.50 / C / 0.407
  - PM: 106.48 / F / 0.459
  - Weekend Midday: LOS F / >100 / 0.459

Intersection 42 (Lincoln Boulevard & California Avenue)

This intersection would be impacted during the AM peak hour under Approval with Project conditions, and additionally during the weekend midday peak hour under Future with Project conditions due to the addition of project trips making northbound left turns and eastbound right turns. This unsignalized intersection is controlled in all directions by stop signs. Under existing conditions, each approach is striped as a single lane. A possible mitigation would be to increase capacity of the intersection approach by removing sufficient curbside metered parking to stripe a left-turn pocket and a shared through-right lane, which would improve LOS to conditions better than the "without Project" condition in each case (LOS F or better). However, the addition of a left-turn pocket at a stop-controlled intersection would introduce additional conflict points between vehicles, bicycles, and pedestrians. This location is a busy neighborhood intersection with a high volume of pedestrian and bicycle crossings, and adjacent to a school, a church and Reed Park. The addition of the left-turn pocket could cause a secondary impact to pedestrian safety, inconsistent with City goals and policies including T7.1 of the LUCE to "ensure that walking is safe for everyone, everywhere in Santa Monica." Restriping the travel lanes to include a northbound turn pocket could also encroach on the space required for the southbound bus stop at this intersection. Additionally, the curbside metered parking is necessary for users of Reed Park. Because increasing hazards for pedestrians and bicycles is inconsistent with City policies, this mitigation is deemed infeasible.

Although two potential mitigation measures were considered to address the Project impact at Intersection 42 (Lincoln Boulevard & California Avenue), neither was found to be feasible. Therefore, the Project impact at Intersection 42 (Lincoln Boulevard & California Avenue) would remain significant and unavoidable.

Street Segments

The street segments significantly impacted by the Project are listed below:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue (12.5 percent trip threshold)
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street (+1 trip threshold)
- Segment 9 – California Avenue between 2nd Street and 3rd Street (+1 trip threshold)
- Segment 10 – California Avenue between 3rd Street and 4th Street (+1 trip threshold)
- Segment 11 – California Avenue between 4th Street and 5th Street (+1 trip threshold)

Various traffic calming strategies were considered, such as the addition of curb extensions at neighborhood intersections and diverters along neighborhood street segments. While these traffic calming measures can reduce and slow traffic along a street, they do not eliminate traffic. Thus, even with traffic calming devices, the Project would still contribute to traffic along the analyzed California Avenue neighborhood segments and the single trip threshold would be exceeded on Segments 8 through 11. No feasible mitigation measures are available, including relocating the Project's access point or turn restrictions that would limit motorists that arrive or depart the Project Site from using the public street grid and these street segments. Short of full closure of the affected street segments, which would not be acceptable since these streets serve adjacent land uses and carry vehicles that would then need to shift to other nearby streets, no feasible mitigation measures are available to reduce the number of potential Project-related vehicle trips on these four street segments to a less than significant level (less than one trip per day). TDM strategies would reduce Project traffic along these streets; however, without fully reducing net-new trips to 0 (or lower than the existing trip production), TDM strategies would not mitigate impacts where a single daily trips is the impact threshold. Therefore, the Project impacts to these street segments would be significant and unavoidable.

The significant impact on Segment 2 (on 2nd Street between Wilshire Boulevard and California Avenue) is due to Project trips which increase the daily volume by more than 12.5%. The primary Project vehicular access is located on this segment. Possible mitigations for this impact would include other access alternatives that would disperse Project traffic or fully relocate the primary Project driveway to another street such as Wilshire Boulevard or Ocean Avenue, and TDM strategies to reduce the overall trip generation. Over half of the daily Project traffic estimated to use the access on 2nd Street would need to be redistributed to one or more other driveways in order to fully mitigate this impact. Depending on the nature of alternative driveways, redistributing Project traffic to other roadways could trigger additional intersection impacts and possibly secondary impacts to pedestrian and bicycle networks by adding new curb cuts or increasing the intensity of use at proposed driveways. It is also unknown if TDM strategies alone

could reduce the daily trip generation by half so as not to exceed the 12.5% additional trips threshold. Therefore, this impact remains significant and unavoidable.

4.17.6 Level of Significance After Mitigation

Impacts regarding hazards due to design features; emergency access during operation; and consistency with alternative transportation plans and policies would be less than significant and no mitigation measures are required for these topics.

Mitigation measures were analyzed to reduce significant impacts at the four study intersections and five street segments. MM TR-1 would reduce the impact at Intersection No. 14 (2nd Street & Wilshire Boulevard) to a less-than-significant level.

The Project impact at Intersections No. 1, 3, and 42 would be significant and unavoidable since the possible mitigation measures were found to be infeasible. In addition, no feasible mitigation measures (e.g., road widening, additional turn/travel lanes, etc.) were identified to address the five street segment impacts and, therefore, the impacts at these street segments would be significant and unavoidable.

Intersections

Using the City's adopted thresholds for determining impacts based on automobile delay (LOS), significant and unavoidable intersection impacts would occur at the following three study intersections under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

1. Palisades Beach Road (PCH) & California Incline
3. Ocean Avenue & California Avenue
42. Lincoln Boulevard & California Avenue

Street Segments

Using the City's adopted thresholds for determining impacts based on automobile delay (LOS), significant and unavoidable street segment impacts would occur at the following five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street
- Segment 9 – California Avenue between 2nd Street and 3rd Street
- Segment 10 – California Avenue between 3rd Street and 4th Street
- Segment 11 – California Avenue between 4th Street and 5th Street

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4.18 Tribal Cultural Resources

4.18.1 Introduction

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the Project. Appendix M of this EIR contains the Native American consultation documentation completed in accordance with Assembly Bill 52.

Tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources, which are defined in Section 4.6, Archaeological Resources of this EIR, may also be tribal cultural resources if they meet these criteria.

4.18.2 Environmental Setting

4.18.2.1 Ethnographic Setting

The Project Site is located in the heart of Gabrielino[1] tribal territory which, at the start of the Spanish Period, included the Los Angeles Basin and adjacent areas, and San Clemente, Santa Catalina, and San Nicolas islands. Their mainland territory extended from the San Fernando Valley and the San Gabriel Mountains in the north to Aliso Creek and the Santa Ana Mountains in the south, and from Mount Rubidoux in the east to Topanga Canyon in the west. This territory included mountain, foothill, prairie, coastal zones, and the islands, which offered a variety of resources to Gabrielino foragers.

The Gabrielino relied on gathered wild plants and trapped or hunted animals[2] for food. Acorns and piñon nuts were food staples found only in the mountains and foothills. On the islands and coast, marine resources, especially shellfish, fish, and sea mammals, greatly supplemented terrestrial resources. Plants also provided building material and raw material for craft manufacturing such as basket making. Animal bone, skin, fur, and feathers were also used as raw material for craft manufacturing. Whale bones were sometimes used in building windbreaks and houses. Certain types of stone were quarried and asphaltum[3] was gathered for tool and container manufacturing, and

1 The Gabrielino (alternatively spelled Gabrieleño) are so called for their aggregation at the Mission San Gabriel Arcángel during the early Spanish Period. Currently, many Gabrielinos prefer the term Gabrielino-Tongva, or simply Tongva, or Kizh.

2 Plants were not domesticated and domesticated animals were limited to dogs. Archaeological data collected to date does not suggest that dogs were used for food.

3 Asphaltum is a tar-like substance that washes ashore from natural, undersea oil seepages.

for water-proofing boats. Santa Catalina Island provided abundant steatite[4] which was valued as a raw material for bowls and an array of other items, notably body ornaments.

The Gabrielino interaction sphere was considerably larger than their tribal territory *per se (*Bean and Smith 1978*)*:

> *With the possible exception of the Chumash [their westward neighbors], the Gabrielino were the wealthiest, most populous, and most powerful ethnic nationality in aboriginal southern California, their influence spreading as far north as the San Joaquin Valley Yokuts, as far east as the Colorado River, and south into Baja California.*

The Gabrielino spoke several dialects of a Cupan language in the Takic family, and neighboring tribes to the north, east, and south also spoke languages in the Takic family (Shipley 1978).

Spain established two Franciscan missions in Gabrielino tribal territory: Mission San Gabriel Arcángel, founded in 1771 in the north-central Los Angeles Basin, and Mission San Fernando Rey de España, founded 1797 in the north-central San Fernando Valley. Prior to aggregation at the missions, the Gabrielino settlement pattern included primary villages and secondary camps; both villages and camps were situated alongside fresh waterways or springs.

CA-LAN-382

CA-LAN-382 is a prehistoric site located approximately three miles from the Project Site. The site was originally recorded in 1969 by T. King. The record was updated in 1980 by C. A. Singer. The site is described as the remains of a village containing midden soils, various shell fragments, burned animal bones, numerous projectile points, andesite flakes, flaked scrapers, Monterey chert flakes, a chalcedony flake, pottery, one adult post-cranial skeleton and two Catalina steatite cups (Singer 1980).

There is also a natural springs located within the boundaries of CA-LAN-382 which is known by multiple names: Serra Springs after Father Junipero Serra, who reportedly said mass on the site in 1770 (Arbuckle 1980), Tongva Sacred Springs after the Gabrielino Tongva peoples who resided at the site, and the name that the Gabrieleno Tongva people gave to both springs and the village site, *Kuruvungna Springs*, meaning “a place where we are in the sun” (Fisher 1998). The springs are a designated California State Historical Landmark (No. 522). According to information about the springs on the City of Los Angeles website, in the 1800s the spring served as the water supply for the city.

4.18.2.3 Native American Heritage Commission Sacred Lands File

The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) that contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on March 27, 2019, to request a search of the SLF. The NAHC responded to the request in a letter dated April 15, 2019 indicating that the SLF

[4] A soft rock consisting largely of talc and also known as steatite.

results were positive. The NAHC did not provide specific information regarding the nature or location of the resource on file. The NAHC letter is provided as an appendix to the Archaeological Resources Assessment Report prepared for the Project (Clark and Garcia, 2019) that is included in Appendix E of this EIR.

4.18.2.4 Tribal Cultural Resources Consultation

In accordance with Assembly Bill 52 (AB 52), the City submitted request to consult letters to eight (8) Native American individuals and organizations on the City's Tribal Consultation List on April 16, 2019. Recipients were requested to respond within 30 days of receipt of the letter if they wished to engage in government-to-government consultation per AB 52. On April 22, 2019, the City received a letter via email from Mr. Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) as part of the AB 52 consultations. In the letter, the Kizh Nation indicated that the Project Site "is located within a sensitive area" and requested formal AB 52 consultation with the City for the Project.

The City asked the Kizh Nation's availability for a consultation on April 30, 2019 and when no response was received, the City sent another request for availability on May 22, 2019. The Kizh Nation responded on May 22, 2019 suggesting several specific dates and times in July 2019 for the consultation. Subsequently, a consultation meeting was set up for July 18, 2019.

The City consulted with the Kizh Nation on July 18, 2019 via conference call. The City provided an overview of the Project and the Kizh Nation provided their knowledge of the Project Site vicinity, including information about the natural environment and general history of the area, and known villages and trade routes/trails in the area. The Kizh Nation indicated that there could be archaeological resources and human remains related to prehistoric travel along trade routes, such as burials of those who may have died while on the trail. After the conference call, the Kizh Nation submitted an email to the City on July 24, 2019 that included similar information that they provided in the call. While the Kizh Nation did not identify any known tribal cultural resources (as defined in PRC Section 21074) within the Project Site, they have indicated that the Project Site has a high potential to encounter tribal cultural resources during construction given the Project Site's location near two sacred villages, water courses, and major traditional trade routes. As a result, the Kizh Nation recommended Native American monitoring during construction of the Project. Although the information provided to the City does not substantiate the Kizh Nation's finding of a high potential for encountering tribal cultural resources, excavation into undisturbed native soils could uncover such resources. As a result, the City subsequently drafted mitigation measure ARCHAEO-2 which includes provisions for the Applicant to retain a Native American representative to monitor construction excavations associated with implementing the Project. On September 11, 2019, Mr. Salas approved Mitigation Measure ARCHAEO-2 and this measure has been included in Section 4.6 – Archaeological Resources, of this EIR.

The City also received a response from the Fernandeno Tataviam Band of Mission Indians (FTBMI) on April 19, 2019. The FTBMI indicated that the Project Site is situated outside the FTBMI's ancestral Tribal boundaries and they requested to defer consultation for the Project to "members of the Gabrielino Indian Tribe."

To date, no other response letters from the Native American community have been received as part of the AB 52 tribal consultation effort. As a result of the City's consultation efforts, no known tribal cultural resources have been identified within the Project Site or vicinity. Therefore, the Project would not cause an impact to tribal cultural resources. The AB 52 Native American consultation documentation is provided in Appendix M of this EIR.

4.18.3 Regulatory Framework

California Environmental Quality Act – Assembly Bill 52

AB 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources (as defined in PRC Section 21074(a)). On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the *State CEQA Guidelines*, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality, does not however apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the project applicant or the project applicant's agents, or are lawfully obtained by the project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency (PRC Section 21082.3(c)(2)(B).

4.18.4 Environmental Impacts

4.18.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G question regarding tribal cultural resources, a project would have a significant impact on such resources if the project would:

TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or 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 at least one of the following:

i. 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), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Methodology

The analysis of tribal cultural resources provided in this section is based on project notification and request to consult letters that the City submitted to Native American individuals and organizations and follow-up Native American consultations pursuant to AB 52.

4.18.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding tribal cultural resources from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR.

4.18.4.3 Project Characteristics

The Project would require mass grading and excavation. Two new buildings would be constructed on the Hotel Parcel as well as three-levels of subterranean parking and back-of-house floor area beneath the newly constructed buildings and open space. In addition, on the Second Street parcel, an affordable housing building with subterranean parking would be constructed. Excavation would occur to a maximum depth of approximately 35 feet on the Hotel Parcel with the excavation of up to 175,000 cubic yards of soil. Excavation for the construction of the subterranean parking structure on the Second Street Parcel would be anticipated to a depth of 15 feet and could increase up to 30 feet in portions of the garage. The anticipated upper limit for soil export from the Second Street Parcel is 12,525 cubic yards.

4.18.4.4 Project Impacts

TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or 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 at least one of the following:

i. 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), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact Statement TCR-1: *The Project would not result in a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074, since no tribal cultural resources were identified as located within the Project Site or its immediate adjacency. No impacts to tribal cultural resources would occur.*

As discussed above, the City submitted request to consult letters to eight (8) Native American individuals and organizations on the City's Tribal Consultation List on April 16, 2019. On April 22, 2019, the City received a letter via email from Mr. Andrew Salas, Chairman of the Kizh Nation that requested formal AB 52 consultation with the City for the Project. While the Kizh Nation did not identify any known tribal cultural resources (as defined in PRC Section 21074) within the Project Site during consultation with the City, they have indicated that the Project Site has a high potential to encounter tribal cultural resources during construction given the Project Site's location near two sacred villages, water courses, and major traditional trade routes. As a result, the Kizh Nation recommended Native American monitoring during construction of the Project. Although the information provided to the City does not substantiate the Kizh Nation's finding of a high potential for encountering tribal cultural resources, excavation into undisturbed native soils could uncover such resources. As a result, the City subsequently drafted mitigation measure ARCHAEO-2 which includes provisions for the Applicant to retain a Native American representative to monitor construction excavations associated with implementing the Project. On September 11, 2019, Mr. Salas approved ARCHAEO-2 and this measure has been included in Section 4.6 – Archaeological Resources, of this EIR.

As indicated above, the City also received a response from the Fernandeño Tataviam Band of Mission Indians (FTBMI) on April 19, 2019. The FTBMI indicated that the Project Site is situated outside the FTBMI's ancestral Tribal boundaries and they requested to defer consultation for the Project to "members of the Gabrielino Indian Tribe."

To date, no other response letters from the Native American community have been received as part of the AB 52 tribal consultation effort. As a result of the City's consultation efforts, no known tribal cultural resources have been identified within the Project Site or vicinity. Therefore, the Project would not cause an impact to tribal cultural resources.

4.18.4.5 Cumulative Impacts

No tribal cultural resources have been identified at the Project Site or its vicinity. Further, in association with CEQA review, future cumulative projects would be required to engage in AB 52 consultations with Native American tribes in order to identify potential tribal cultural resources that could be impacted by construction/grading activities occurring in the subsurface. Therefore, cumulative impacts would be less than significant.

4.18.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding tribal cultural resources from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.18.6 Level of Significance After Mitigation

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074. Therefore, the Project would cause no impact to tribal cultural resources and no mitigation measures are required.

4.19 Wastewater

4.19.1 Introduction

This section estimates the quantity of wastewater generated by the Project and analyzes the adequacy of available wastewater infrastructure to accommodate the Project, including wastewater conveyance systems and treatment plants. The analysis in this section is based in part on information and findings included in the *Fire and Domestic Water & Sewer Capacity Study* (Capacity Study), prepared by Fuscoe Engineering in February 2019, included as Appendix N of this EIR.

4.19.2 Environmental Setting

4.19.2.1 Existing Conditions

Wastewater Generation

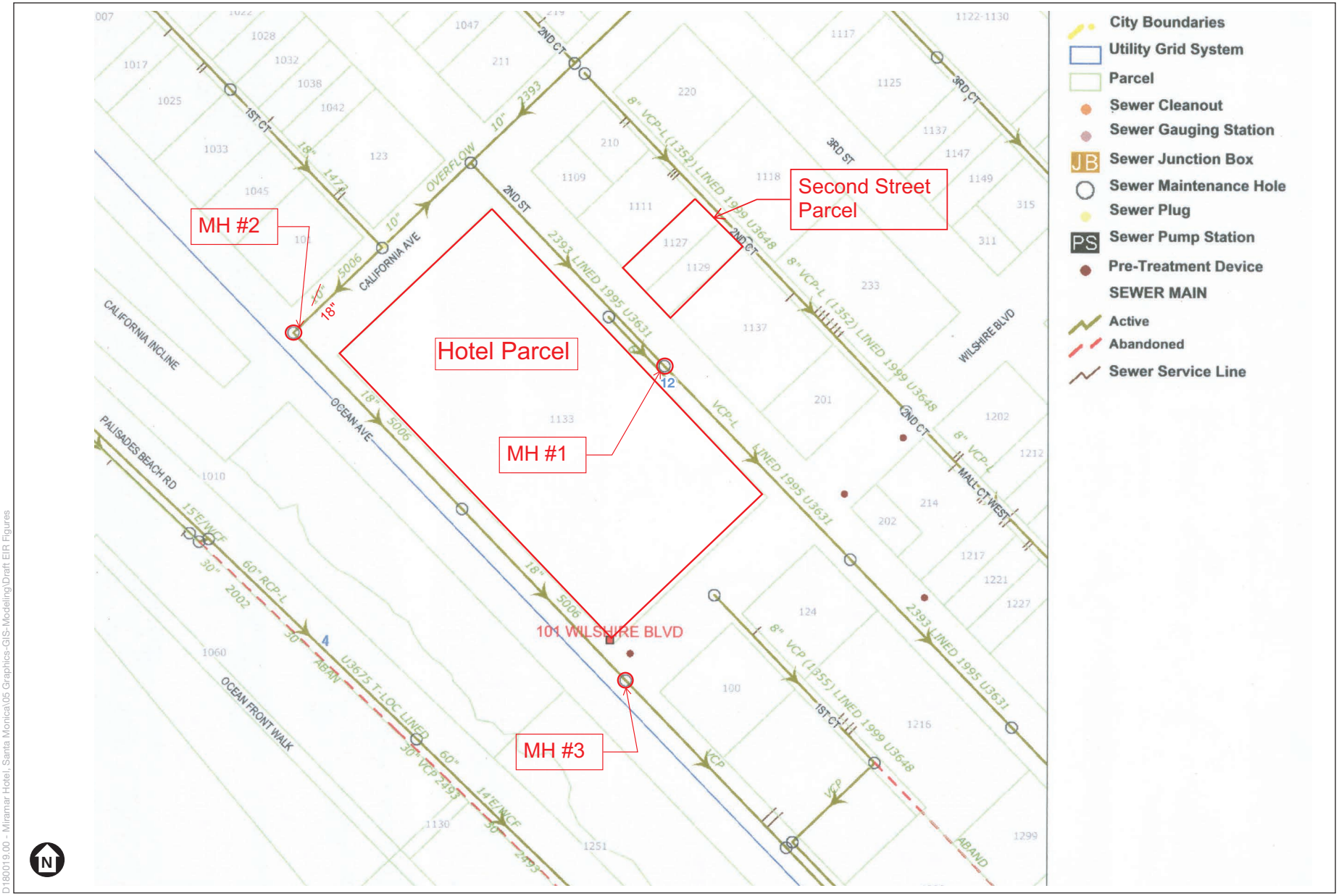
As discussed in depth in Chapter 2, Project Description, of this EIR, the Hotel Parcel is developed with the existing Miramar Hotel. All wastewater is currently generated on the Hotel Parcel portion of the Project Site as the Second Street Parcel is occupied by a surface parking lot. Based on the City's approved method for estimating wastewater flows, the existing uses generate approximately 78,746 gallons per day (gpd) of wastewater.

Wastewater Conveyance

The Project Site is located within the City of Santa Monica, which has an existing municipal system of sewer facilities owned and operated by the City. The City of Santa Monica Public Works Department manages its wastewater collection system and its Coastal Interceptor Sewer System (CISS), which includes 152 miles of sewer lines, two flow monitoring and sampling stations and one 26-mgd pumping station. The capacity of the CISS is 51.7 mgd, which is the maximum demand for the 2090 sunset year of the CISS.

The Downtown area is served by 9.3 miles (49,338 linear feet) of sewer pipes, ranging in size from 6 to 36 inches in diameter. Sewer pipes across the Downtown that are east of Ocean Avenue and north of Broadway flow south toward the sewer mains that run west along Broadway and Colorado Avenue. All wastewater in the Downtown is conveyed southerly to the Colorado Ocean Relief Sewer.

The existing sewer lines and manholes in the Project vicinity are shown in **Figure 4.19-1**, *Sewer Facilities in the Project Vicinity*. As shown in the Figure 4.19-1, there is a 12-inch sewer located in 2nd Street, an 18-inch sewer in California Avenue, and an 18-inch sewer in Ocean Avenue. The Hotel parcel currently connects to the existing public sewer with one lateral in 2nd Street, one lateral in California Avenue, and four laterals in Ocean Avenue.



SOURCE: City of Santa Monica, Fuscoe Engineering, 2019

Miramar Hotel Project

Figure 4.19-1
Sewer Facilities in the Project Vicinity

ESA

D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

Sewer pipes have a flow capacity based on the diameter of the pipe and the slope of the pipeline. To ensure that wastewater flows are adequately accommodated, the City reviews sewer lines based on the guidelines for sewer design and operations from the *Los Angeles Bureau of Engineering Manual – Part F*. According to this guidance, sewers should be sized so the depth of the Peak Dry Weather Flow (PDWF), projected for the design period, shall be no more than 50 percent of the pipe diameter (d/D = 0.5 where d = depth of flow and D = pipe diameter). The City uses this design screening criteria of d/D = 0.5 for both PDWF and Peak Wet Weather Flow (PWWF) for utilities planning purposes to assess whether future upgrades may be needed to their sewer system. This 0.5 d/D factor generally applies to all the sewer segments that operate based on gravity flow.

Sewer manhole flow monitoring for a two-week period in September 2018 was performed to establish the status of the wastewater flows in the City's existing sewer system facilities that would serve the Project. **Table 4.19-1,** *Existing Sewer Line Capacity and Flow Monitoring Results*, provides the existing flow and d/D of the pipes that serve the Project Site. Flow monitoring showed an existing average d/D of 0.34 and flow of 0.683 cubic feet per second (cfs) for MH #1, an average d/D of 0.17 and flow of 0.686 cfs for MH #2, and an average d/D of 0.16 and flow of 0.877 cfs for MH #3. The d/D is well below the 0.5 factor referenced above. In addition, no existing sewer line deficiencies in the greater Project vicinity have been identified in the DCP Final EIR.[1] Accordingly, the existing sewer system has adequate capacity to convey wastewater associated with existing development on the Project Site and in the vicinity.

TABLE 4.19-1
EXISTING SEWER LINE CAPACITY AND FLOW MONITORING RESULTS

Sewer MH #[a]	Location	Pipe Size	Existing Wastewater Flow	Existing Flow Depth	Existing d/D[c]
MH #1	Second Street	12 inches	0.683 cfs[b]	4.07 inches	0.34
MH #2	California Avenue at Ocean Avenue	18 inches	0.686 cfs	2.96 inches	0.17
MH #3	Ocean Avenue at Wilshire Boulevard	18 inches	0.877 cfs	2.82 inches	0.16

NOTES:

[a] MH # = manhole number

[b] cfs = cubic feet per second

[c] d/D = depth of flow/pipe diameter

SOURCE: Fuscoe Engineering, 2019

Wastewater Treatment

The wastewater collected from the Project Site through the City's sewer system flows to the Colorado Ocean Relief Sewer and to the Hyperion Treatment Plant (HTP) where it is treated. The HTP is located in the Playa del Rey community within the City of Los Angeles, approximately

[1] City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, Figure 3.17-1, April 2017.

7.5 miles southeast of the Project Site. The HTP is one plant within the Hyperion Treatment Conveyance System (HTCS) that is owned and operated by the City of Los Angeles Department of Public Works (LADPW). The HTP receives an average of approximately 275 mgd of wastewater on a dry weather day and has a dry weather capacity of approximately 450 mgd processed through full secondary treatment and an 800 mgd wet weather capacity.[2]

The City averages a yearly flow of approximately 14.54 mgd, which is 28.1 percent of the CISS capacity. Combined with City of Los Angeles wastewater flows, the total flow pass-through to the HTP averages 15.01 mgd.[3] As such, the City's 14.54 mgd of wastewater flows contributes approximately 5.3 percent of the daily flows received by the Hyperion Treatment Plant. With a treatment capacity of 450 mgd and an average dry water flow of approximately 275 mgd at the HTP, approximately 175 mgd of remaining treatment capacity is available.

Wastewater conveyed into the HTP initially passes through screens and basins to remove coarse debris and grit. Primary treatment consisting of a physical separation process is then conducted where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids (called sludge) are collected, treated, and recycled. The liquid portion that remains (called primary effluent) is treated through a secondary treatment using a natural biological process. Living microorganisms are added to the primary effluent to consume organic constituents. These microorganisms are later harvested and removed as sludge. Following the secondary treatment of wastewater, the majority of effluent from HTP is discharged into the Santa Monica Bay. Remaining flows are conveyed to the West Basin Water Reclamation Plant for tertiary treatment and reuse as reclaimed water.

HTP has two outfalls that discharge into the Santa Monica Bay (a one-mile outfall pipeline and five-mile outfall pipeline). Both outfalls are 12 feet in diameter. The one-mile outfall pipeline is 50 feet deep and is only used on an emergency basis or when repairs are being completed on the five-mile outfall. The five-mile outfall pipeline is 187 feet deep and is used to discharge secondary treated effluent on a daily basis.

HTP effluent is required to meet the Los Angeles Regional Water Quality Control Board's ("LARWQCB") requirements for a recreational beneficial use, which imposes performance standards on water quality that are more stringent than the standards required under the Clean Water Act permit administered under the system's National Pollution Discharge Elimination System ("NPDES") permit. Accordingly, HTP effluent to Santa Monica Bay is continually monitored by the City of Los Angeles Environmental Monitoring Division ("EMD") to ensure that it meets or exceeds prescribed standards. The Los Angeles County Department of Health Services also monitors flows into the Santa Monica Bay.

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2 City of Los Angeles, LA Sanitation, Hyperion Water Reclamation Plant, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=14yslp8d2h_5&_afrLoop=2306448790284923#!. Accessed April 12, 2019.

3 City of Santa Monica, Water Resources Division, Sewer System Management Plan, June 2015, pages 0-1 and 0-2, https://www.smgov.net/Departments/PublicWorks/ContentWater.aspx?id=50955. Accessed April 12, 2019.

Planning for future services at the HTP is carried out under the provisions of the One Water LA 2040 Plan, completed in April 2018. The One Water LA 2040 Plan (Plan) takes a holistic and collaborative approach to consider all of the City's water resources from surface water, groundwater, potable water, wastewater, recycled water, dryweather runoff, and stormwater as "One Water." Volume 2 of the One Water LA 2040 Plan comprises the Wastewater Facilities Plan.

4.19.3 Regulatory Framework

4.19.3.1 Federal

Federal Water Pollution Control Act (Clean Water Act)

The Water Pollution Control Act, or Clean Water Act, is a comprehensive statute aimed at restoring and maintaining the chemical, physical, and biological integrity of the nation's waters, including discharge waters of wastewater treatment processes. In combination with the Clean Water Act, other federal environmental laws also regulate the location, type, planning, and funding of wastewater treatment facilities.

National Pollutant Discharge Elimination System (NPDES)

As authorized by the Clean Water Act, the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. The NPDES permit system is authorized and implemented by states and local water boards.

4.19.3.2 State

Operation of the City of Los Angeles HTP is subject to regulations set forth by the California Department of Public Health (CDPH) and the State Water Resources Control Board (SWRCB) in compliance with the Clean Water Act and NPDES permits.

4.19.3.3 Local

Santa Monica Municipal Code

The Santa Monica Municipal Code includes several provisions regarding the provision of sewer services. Notably, Section 7.08.050, Sewer allocation permit, requires, in part, that applications for a sewer allocation permit shall be issued only if the Director determines that the City sewer system has sufficient capacity to accommodate the net increase in wastewater created by a project. Sections 7.04.460 and 7.04.490 require the payment of capital facility fees to the City covering the estimated reasonable cost of providing system capacity to new development, and permit review by the City as part of the permitting process.

4.19.4 Environmental Impacts

4.19.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G questions, a project would have a significant impact on sewer capacity or infrastructure if the project would:

WW-1: Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.

WW-2: Result in a determination by the wastewater treatment provider that 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.

Methodology

To analyze whether the Project would require or result in the construction of new wastewater facilities, a Capacity Study for the Project Site was prepared by Fuscoe Engineering that estimates wastewater flows generated by the Project. In addition, the existing flows of the sewer lines that would serve the Project (depth, velocity, and quantified flows) were measured with flow monitors over a 2-week period in September 2018 at three locations. The estimated wastewater generation for the Project was compared to the capacity of the sewer mainlines (based on a d/D of less than 0.5) to assess wastewater flow and the ability of the HTP to treat and dispose of the wastewater. The calculations of wastewater generation, existing sewer line capacity, and ability of existing mainlines to accommodate wastewater flows are included in the Capacity Study. Wastewater flows were also estimated based on the water demand analysis included in the Capacity Study and using the 1:1 (sewer/water) ratio approved by the City. The Capacity Study is provided in Appendix N of this EIR.

Information regarding the assessment of wastewater treatment capacity and whether new or relocated treatment facilities would be required, was based on information from the 2006 IRP, One Water LA Plan, and LA Sanitation website data.

4.19.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding wastewater from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR. However, as required by Mitigation Measure U-1 of the DCP EIR, the City conducts ongoing evaluations to ensure its wastewater infrastructure system is adequate to meet service needs and that infrastructure system improvements are implemented as needed as part of the City's Capital Improvement Program.

4.19.4.3 Project Characteristics

The Project would demolish the non-landmarked buildings on the Hotel Parcel. The Project would result in the rehabilitation of the historic Palisades Building and the construction of two new buildings, the Ocean Building and California Building. Uses proposed on the Hotel Parcel include 312 hotel guest rooms (an increase of 11 rooms when compared to existing conditions); up to 60 market-rate condominium units; approximately 6,600 square feet of ground-level retail space (an increase of 5,365 square feet); approximately 19,708 square feet of restaurant and lounge/bar space (an increase of 6,109 square feet); approximately 13,000 square feet of meeting/banquet space (a decrease of 5,040 square feet); and approximately 2,500 square feet of spa and fitness center space (an increase of 6,931 square feet). Overall, the Project would increase floor area on the Hotel Parcel from 262,284 square feet to 502,157 square feet. The Second Street Parcel, which is currently used as a surface parking lot by Hotel valet staff, would be redeveloped with up to 48 affordable housing units.

The Project would include a number of water conservation features, including but not limited to, the use of water efficient fixtures and appliances, pursuant to the City's Green Building Code and Water Efficiency Requirements. As indicated above, wastewater flows were estimated assuming a ratio of 1:1 (wastewater generation/water demand) ratio approved by the City. Since the Project would reduce the overall water demand through the use of energy-efficient fixtures on shower heads, toilets, and energy-efficient appliances and the use of non-potable water for irrigation as discussed in Section 4.20, Water, the Project would therefore, result in less wastewater generation. In other words, the water conservation measures incorporated into the Project would reduce the amount of wastewater generated by the Project.

The Project may reuse existing sewer laterals that connect to the City's sewer lines if possible. However, new laterals may be required, based on the condition of the existing laterals.[4] Based on the available capacities of the existing sewer lines, wastewater from the Hotel Parcel and Second Street Parcel may discharge to a single line or to more than one line. Specific discharge locations will be determined during the final Project design phase.

[4] Appendix 9 of the Capacity Study provides an exhibit showing potential proposed sewer laterals.

4.19.4.4 Project Impacts

WW-1: Would the project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?

Impact Statement WW-1: *Due to replacement of aging plumbing fixtures, appliances, and use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements, the Project would result in a reduced water demand and therefore also a net decrease in wastewater flows requiring conveyance and treatment. Although the Project would require lateral connections to existing sewer lines, it would not require relocation, construction, or expansion of wastewater treatment facilities or existing sewer lines located off-site. Therefore, Project impacts would be less than significant.*

Construction

During construction of the Project, a negligible amount of wastewater would be generated by construction workers. It is anticipated that portable toilets would be provided by a private company and the waste disposed of off-site. Wastewater generation from construction activities would not cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause sewer capacity to become constrained. As indicated under the discussion of existing conditions, there is ample available capacity in the sewer lines that serve the Project Site and vicinity. In addition, construction is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated at the HTP. Therefore, construction impacts to the local wastewater conveyance and treatment system would be less than significant.

Operation

Table 4.19-2, *Comparison of Existing and Projected Wastewater Generation*, provides a comparison of estimated existing and projected wastewater flows from the Project Site based on an assumed 1:1 wastewater generation to water use ratio (per City direction). The Hotel Parcel would general 34 gpm or 0.08 cfs and the Second Street Parcel would generate 3 gpm or 0.007 cfs for a total of 37 gpm or 0.087 cfs of wastewater. It should be noted that the wastewater generation represents a conservative estimate, since the application of the 1:1 wastewater generation/water use ratio incorporates landscape irrigation, decorative water features, and pool/spa use which would not generate wastewater to the sewer system. On a daily basis, the Project would generate a total of approximately 52,422 gpd of wastewater, which is a reduction of about 26,324 gpd compared with existing conditions. The reduction in wastewater generation under the Project compared to existing conditions is a result of the proposed use of water efficient fixtures and appliances, pursuant to the City's Green Building Code and Water Efficiency Requirements, and the relatively modest increase in wastewater associated with a net increase of 11 hotel rooms and up to 108 condominium units on the Hotel Parcel and the Second Street Parcel.

TABLE 4.19-2
COMPARISON OF EXISTING AND PROJECTED WASTEWATER GENERATION

Project Component	Existing Gallons/Year	Existing Gallons/Day	Project Gallons/Year	Project Gallons/Day	Project Gallons/Minute	Projected cfs[a]
Hotel Parcel	28,742,349	78,746 gpd	17,878,770	48,983 gpd	34 gpm[b]	0.08
Second Street Parcel	N/A[c]	N/A	1,255,273	3,439 gpd	3 gpm	0.007
Total	28,742,349	78,746 gpd	19,134,043	52,422 gpd	37 gpm	0.087

NOTES:

[a] cfs = cubic feet per second

[b] gpm = gallons per minute

[c] The Second Street Parcel is a surface parking lot and no wastewater is currently generated.

SOURCE: Fuscoe Engineering, 2019

Although the specific lateral connections have not been determined, **Table 4.19-3,** *Existing and Proposed Sewer Line Capacity and Flow Monitoring Results*, provides a comparison of estimated existing and projected wastewater flows to the sewer lines that are anticipated to serve the Project. As shown in Table 4.19-3, and based on the water conservation measures which would be implemented by the Project, there would be a decrease in wastewater flow to the surrounding sewer lines in 2nd Street, California Avenue, and Ocean Avenue compared to existing conditions. The Project would not result in an increase in wastewater generation and the sewer system has available capacity (i.e., the d/D is less than 0.5) to serve the Project Site. Based on the available capacities of the sewer lines, wastewater discharge from the Hotel Parcel and Second Street Parcel could alternatively be discharged to a single sewer line.[5] Although the Project would require lateral connections to the existing sewer lines, based on the available capacity of these lines, the Project would not require the relocation, construction, or expansion of wastewater treatment facilities or existing sewer lines. Therefore, impacts would be less than significant.

As discussed above, wastewater flows from the City are treated at the HTP, which has a dry weather capacity of approximately 450 mgd processed through full secondary treatment and an 800 mgd wet weather capacity. Currently, the HTP receives and treats an average of approximately 275 mgd of wastewater, approximately 5.3 percent of which is wastewater from the City. The remaining available capacity is 175 mgd. As further discussed below, the Project would result in a net decrease in wastewater flow to the existing sewer lines and an incremental reduction in the amount of wastewater requiring treatment at the HTP. Therefore, the HTP would have sufficient treatment capacity to serve the Project and no relocation, construction, or expansion of wastewater treatment facilities that could lead to significant environmental effects would occur. Therefore, Project impacts would be less than significant.

5 Fire and Domestic Water & Sewer Capacity Study, Fuscoe Engineering, May 2019. The technical report is provided in Appendix N of this EIR.

TABLE 4.19-3
EXISTING AND PROPOSED SEWER LINE CAPACITY AND FLOW MONITORING RESULTS

Sewer MH #[a]	Location	Existing Pipe Size	Existing Wastewater Flow	Proposed Wastewater Flow	Flow Difference (Proposed - Existing)	Existing Condition Flow Depth	Proposed Flow Depth
MH #1	Second Street	12 inches	0.683 cfs[b]	0.663 cfs	- 0.02 cfs	4.07” (d/D = 0.34)	4.01” (d/D = 0.34)
MH #2	California Avenue	18 inches	0.686 cfs	0.666 cfs	- 0.02 cfs	2.96” (d/D = 0.17)	2.92” (d/D = 0.17)
MH #3	Ocean Avenue	18 inches	0.877 cfs	0.857 cfs	- 0.02 cfs	2.82” (d/D = 0.16)	2.79” (d/D = 0.16)

NOTES:

[a] MH # = manhole number

[b] cfs = cubic feet per second

SOURCE: Fuscoe Engineering, 2019

WW-2: Would the project result in a determination by the wastewater treatment provider that 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 Statement WW-2: *The Project would result in a net decrease in wastewater flows compared to existing conditions and therefore would have a negligible effect on the treatment capacity of the HTP. Project impacts would be less than significant.*

As discussed above, wastewater flows from the City are treated at the HTP, which has a dry weather capacity of approximately 450 mgd and has a residual capacity available of 175 mgd. Because the Project would result in a net decrease in wastewater flow to the existing sewer lines and an incremental reduction in the amount of wastewater requiring treatment at the HTP, the Project would have a negligible effect on the treatment capacity of the HTP. Therefore, impacts would be less than significant.

4.19.4.5 Cumulative Impacts

Wastewater Conveyance Capacity

The Project would not generate additional wastewater flows within the local sewer system but rather would result in a reduction in wastewater generation compared to existing conditions. However, cumulative projects within the City could create additional wastewater flows. Based on the DCP EIR and a review of the cumulative projects in the City as identified in Chapter 3, *General Description of Environmental Setting*, increased wastewater flows under the DCP could result in the need for expansion or replacement of infrastructure to accommodate future wastewater generation. If system upgrades are required as a result of additional cumulative wastewater flow, arrangements would be made between the respective project and City to construct the necessary improvements, as specified in Mitigation Measures U-1 and U-4 of the DCP EIR. Furthermore, the Project is located in the Downtown area, where the City would review future growth to ensure consistency with City's DCP. Therefore, cumulative impacts associated with the relocation, construction, or expansion of new wastewater facilities would be less than significant.

Wastewater Treatment Capacity

Although the Project would not result in an increase in wastewater generation that would require treatment at the HTP, other cumulative projects in the City would contribute to increased demand for wastewater treatment. However, all City development would be subject to permitting under the provisions of the SMMC which require the collection of fees and availability of treatment capacity for projects that connect to the City's sewer system.

The City contributes a small increment of wastewater to the regional wastewater discharges conveyed to and treated at the HTP. The current treatment capacity of the HTP is 450 mgd. Monitoring of wastewater flows and identification of the needs for future treatment capacity for

all of the development in the entire service area is an on-going activity of LADWP. Such monitoring evaluates long term needs based upon updated demographic projections by SCAG.

The City of Los Angeles has prepared the One Water LA Plan that provides for continued availability of wastewater treatment capacity at HTP and other treatment plants in future years through 2040. Therefore, the regional system is expected to be able to accommodate the wastewater generation from cumulative development occurring throughout the region. The cumulative impacts of other cumulative projects within the service area would not require the provision of new or expanded wastewater treatment facilities other than that provided in existing plans and programs for the provision of future services. As the Project would reduce wastewater generation, it would not contribute to a cumulatively considerable increase in demand for wastewater treatment. Therefore, cumulative wastewater treatment capacity impacts would be less than significant.

4.19.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding wastewater from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.19.6 Level of Significance After Mitigation

Project-generated impacts relative to wastewater would be less than significant. With regard to cumulative impacts, the Project would not contribute to a cumulatively considerable increase to wastewater. Therefore, cumulative impacts related to wastewater facilities would be less than significant.

4.20 Water Supply

4.20.1 Introduction

This section describes existing water supply and infrastructure, and assesses the adequacy of water supply and infrastructure to serve the Project. For analysis of water availability for firefighting (e.g., fire flow) see Section 4.15, *Fire Protection*, of this EIR. The data and conclusions regarding the availability of water resources are based on information and analyses presented in the City of Santa Monica 2015 Urban Water Management Plan (UWMP),[1] the 2018 Sustainable Water Plan Update, and the *Fire and Domestic Water & Sewer Capacity Study* (Capacity Study), prepared by Fuscoe Engineering (Revised June 2019), included in Appendix N of this EIR.

4.20.2 Environmental Setting

4.20.2.1 Existing Conditions

Water Service

The City's Water Resources Division is a retail water agency providing water service throughout the City, including service to single- and multi-family residential, commercial and industrial customers, as well as for landscaping and fire protection supply. The City distributes water to approximately 18,000 customers through a 250-mile network of water lines ranging from 6 to 36 inches in diameter.[2] These 18,000 customer accounts include an estimated City population of approximately 92,987 persons.[3] In addition, thousands of commercial and institutional customers, and widely fluctuating daytime population of employees, tourists, and visitors are served.

According to the City's GIS database for water lines and the planning-level Civil Engineering Study performed for the Downtown Community Plan, the Downtown is served by 153 active water line segments, totaling 66,399 linear feet (12.6 miles) generally ranging from 6 to 16 inches in diameter. Water lines within the Downtown follow the grid-pattern within existing streets and alleys, with a pressure regulator located at Wilshire Boulevard and 7th Street. The water distribution system within Downtown consists of eight static pressure zones that generally provide sufficient water pressure to customers at above 50 pounds per square inch (psi). However, fluctuating static water pressure of 35 and 65 psi exists within the 12- to16-inch water mains beneath Wilshire Boulevard. Water pressure within these water mains is generally low compared to other pressure zones in Downtown, which consistently provide approximately 65 psi, but the Wilshire Boulevard line currently operates at sufficient pressure to serve existing uses. The age of individual water lines in the Downtown vary because upgrades to portions of the

1 City of Santa Monica, Water Resources Division, Public Works Department, 2015 Urban Water Management Plan, June 2016, https://www.smgov.net/uploadedFiles/Departments/Public_Works/Water/2015_UWMP_Final_June_2016.pdf. Accessed April 19, 2019.

2 City of Santa Monica, 2018 Sustainable Water Master Plan Update.

3 City of Santa Monica, Downtown Community Plan Project, Final Environmental Impact Report, April 2017.

water distribution system occur incrementally. The City upgrades the water lines as the lines age or as a part of new development.

The City provides water to the Project Site through water lines located in Wilshire Boulevard, Ocean Avenue, and California Avenue. As shown on **Figure 4.20-1**, *Water Facilities in the Project Vicinity*, there is a 12-inch water line in Wilshire Boulevard and Ocean Avenue and an 8-inch water line in California Avenue. Two potable water meters connect these water lines to the Hotel Parcel, a 3-inch meter on California Avenue near Second Street and a 4-inch meter on Ocean Avenue near the center of the Hotel Parcel. There is an existing 8-inch water line in Second Court adjacent to the Second Street Parcel.

The Project Site is not currently a recipient of recycled water from the SMURFF. Although not currently connected to the Project Site, a 4-inch diameter distribution line for recycled water is located in Ocean Avenue adjacent to the Hotel Parcel. This distribution line extends from the Santa Monica Urban Runoff Recycling Facility (SMURRF) located south of Colorado Avenue, to San Vicente Boulevard to the north. There are no recycled water lines located adjacent to the Second Street Parcel.

Water Supply

The City of Santa Monica receives potable water from three major sources: (1) groundwater from production wells within the City; (2) imported water from the Metropolitan Water District of Southern California (MWD): and (3) recycled urban runoff. Groundwater is extracted within the City, MWD imported water comes from both the State Water Project and the Colorado River Aqueduct, and recycled urban runoff is produced at the SMURRF plant.[4] Dry weather flows recycled at the SMURFF are distributed throughout the City for landscaping and indoor commercial uses.

During 2016, the City had a water supply of 11,443 acre feet (AF)[5] of potable water and 202 AF of non-potable water. In 2016, the City received 8,576 AF of water from its groundwater wells (73.6 percent); 2,876 AF of purchased water from the MWD (24.6 percent); and 202 AF from the SMURRF (1.8 percent).[6] The percentage of water from local groundwater sources in 2016 shows an increase in the use of local supply as compared to years past when five groundwater wells were shutdown between 1997 and 2001 due to contamination.[7] This trend of increasing local water supply is consistent with the City's Sustainable Water Master Plan and Water Neutrality Ordinance, which both outline measures for the City to achieve water self-sufficiency (i.e., no reliance on imported water).

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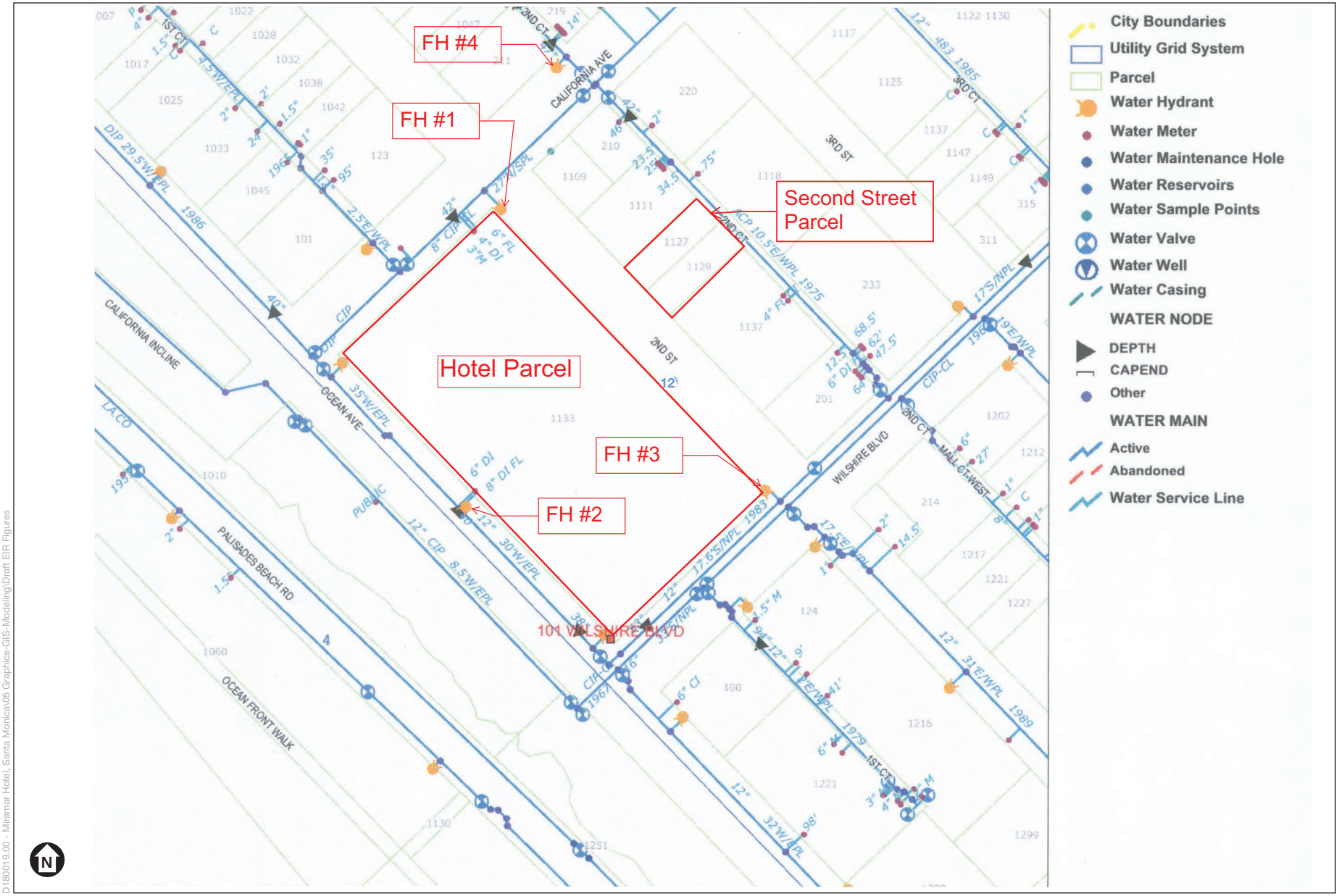
4 SMURRF is located at 1623 Appian Way, approximately 0.5 miles south of the Project Site.

5 Acre fee is a unit of volume equal to the volume of a sheet of water one acre in area and one foot in depth (43,560 cubic feet).

6 City of Santa Monica, 2018 Sustainable Water Master Plan Update.

7 City of Santa Monica, 2018 Sustainable Water Master Plan Update, Table 3-3, Groundwater Production Totals (1988-2017).



D180019.00 - Miramar Hotel, Santa Monica\05 Graphics-GIS-Modeling\Draft EIR Figures

SOURCE: City of Santa Monica, Fuscoe Engineering, 2019

Miramar Hotel Project

Figure 4.20-1
Water Facilities in the Project Vicinity

ESA

Groundwater

The City obtains its groundwater supply from the 50.2-square mile Santa Monica Groundwater Basin (SMGB), which covers western Los Angeles County including the cities of Santa Monica, Culver City, Beverly Hills, and western Los Angeles. The SMGB is bounded by the impermeable rocks of the Santa Monica Mountains to the north, the Ballona Bluffs to the south, the Newport-Inglewood fault to the east, and the Pacific Ocean to the west. Groundwater in the SMGB is replenished by percolation from rainfall and by surface runoff from the Santa Monica Mountains. The SMGB has an estimated lower stainable yield of 11,800 acre feet per year (AFY) and an estimated upper sustainable yield of 14,725 AFY.[8] Based on a recent study conducted by the Department of Water Resources, the SMGB does not currently experience overdraft conditions.[9]

The five subbasins within the SMGB are the Arcadia subbasin, the Crestal Subbasin, the Charnock subbasin, the Olympic subbasin and the Coastal subbasin. Of these, the City currently only extracts groundwater from 10 wells in three sub-basins (i.e., Charnock, Arcadia, and Olympic) of the SMGB. The City's wells have a total capacity of approximately 9,525 gallons per minute (gpm); however, due to the close proximity of these wells within the sub-basins, they cannot be pumped at full capacity simultaneously. As such the practical pumping maximum is approximately 6,850 gpm, which amounts to 9,000 AF per year.

The Santa Monica Water Treatment Plant is designed to treat water from all of the City's three well fields to drinking water quality standards prior to distributing it to residents. The Santa Monica Water Treatment Plant treats approximately 75 percent of the water supplied to the City.[10]

Imported Water

Imported water is purchased from the MWD, which receives water from the Colorado River and Sacramento-San Joaquin River Delta in Northern California. As a wholesale agency, MWD distributes imported water to its 26 member-agencies, including Santa Monica, throughout Southern California. The City is one of 15 retail agencies served by MWD and contracts with MWD to receive a Tier 1 (base) water allocation of 11,515 AFY, as necessary. Annual water purchases above Tier 1 allocation are subject to Tier 2 pricing, which is less available and reliable during periods of drought.

Imported water from the MWD is treated prior to delivery to the City. MWD operates and maintains five water treatment facilities, two of which serve the City: the Robert B. Diemer (Diemer) Treatment Plant in Yorba Linda and the Joseph Jensen (Jensen) Treatment Plant at the northwest end of San Fernando Valley. MWD treats imported water at these water treatment plants prior to transmission and distribution to the City. These plants have a combined capacity of

8 City of Santa Monica, SWMP Update, 2018, Table 3-4, page 3-8.

9 City of Santa Monica, 2015 Urban Water Management Plan, June 2016, page 2-11.

10 City of Santa Monica, Water Resources Division, Annual Water Quality Report, June 2018, https://www.smgov.net/uploadedFiles/Departments/Public_Works/Water/WaterQualityReport2018.pdf. Accessed April 22, 2019.

up to 1,270 million gallons per day (mgd), while Santa Monica's allocation of 11,515 AFY amounts to 10.3 mgd, less than one percent of the treatment capacity of these plants. Imported water from MWD is received at two locations: the Arcadia Treatment Unit and the Charnock Treatment Unit. Both of these connections are 24 inches in size with a total capacity of 39,820 AFY and are capable of serving 100 percent of the City's water needs. The connections maintain a hydraulic grade capable of direct service to all three (3) pressure zones within the City's service area.

In the past, water supply allocations from the MWD were fairly reliable. Since 1991, MWD has taken numerous actions to increase the reliability of the region's water supply, including investments in water storage as well as conservation and recycling efforts. Although supplies from the State Water Project (SWP) and Colorado River vary, MWD has a large storage capacity, including nine reservoirs, and access to other supplies to help smooth out the variability. Data in the MWD's Regional Urban Water Management Plan (RUWMP) shows that MWD can provide reliable water supplies to its customers under both the single driest year and the multiple dry-year scenarios through 2040.[11]

Although the City's current water supply includes imported MWD water, the City has adopted the Sustainable Water Master Plan to achieve water self-sufficiency (i.e., no imported water from MWD) by 2023. To achieve this goal, the City plans to increase its supply from non-potable sources through its Sustainable Water Infrastructure Project (SWIP). The SWIP includes three project elements: (1) Brackish/Saline Impaired Groundwater Treatment and Reuse; (2) Recycled Municipal Wastewater Treatment and Conjunctive Reuse; (3) Stomwater Harvesting, Treatment, and Reuse.

Recycled Urban Runoff and Other Non-Potable Supplies

The City also relies on recycled dry weather urban runoff treated at the SMURRF plant for reuse in landscape irrigation and indoor plumbing. SMURRF deliveries account for about one percent of total City water supply. With a maximum production capacity of 560 AFY, the SMURRF has been operated at an average of 21 percent capacity over the past five years, and has increased its production each year since 2011. The Project Site is not currently a recipient of recycled water from the SMURFF.

The City plans to increase its supply from non-potable sources through its SWIP. The SWIP is currently in the construction stages and will include upgrades to the SMURFF, a new shallow brackish and saline groundwater extraction well at the beach, a new stormwater and sewer treatment facility at the Civic Center, and two new stormwater harvesting tanks.[12]

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[11] The Metropolitan Water District of Southern California, 2015 Urban Water Management Plan, page ES-5, June2016, http://www.mwdh2o.com/pdf_about_your_water/2.4.2_regional_urban_water_management_plan.pdf. Accessed April 22, 2019.

[12] City of Santa Monica City Council Staff Report 2030, Sustainable Water Infrastructure Project; http://santamonicacityca.iqm2.com/citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1072&MediaPosition=&ID=2030&CssClass= . Accessed July 25, 2019.

Water Demand

Citywide

Average water demand within urban areas can fluctuate based on weather, drought, available supply, growth and development, the economy, and effectiveness of conservation programs. While the extent of these effects may vary based on local conditions, there is a general increase in demands with increased economic activity and hotter, drier weather conditions. As shown in Table IV.M.1-1, the demand for potable water in the City has fluctuated over time. **Table 4.20-1**, *Historical City Demand by Water Use Sector*, provides the historical water demand for the City's service area by water use sectors (i.e., customer types) between 2012 and 2017. Water demand dropped approximately 14 percent from 2014 to 2015, with 68 percent of the reduction attributed to residential savings. From 2015 to 2017, water demand slightly increased from 11,349 to 11,498 but has not returned to the 2014 demand level. The reduction in demand over the longer time frame (e.g., 2014 to 2017) reflects the success of the City's Sustainable Water Master Plan (SWMP), which is described below, and the City's focus on water conservation.

TABLE 4.20-1
HISTORICAL CITY DEMAND BY WATER USE SECTOR

	Actual Water Demand (AFY)					
Water Use Sector	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
Single Family Residential	3,116	3,141	3,216	2,546	2,656	2,642
Multi-Family Residential	5,525	5,539	5,445	4,972	4,971	4,990
Commercial/Institutional	3,595	3,780	3,784	3,413	3,388	3,428
Landscape Irrigation	494	553	590	416	448	433
Recycled Water	93	96	134	81	89	98
Fire Service	28	3	2	2	4	5
Total Potable + Recyled	**12,851**	**13,112**	**13,170**	**11,431**	**11,557**	**11,596**
Total Potable	**12,758**	**13,015**	**13,036**	**11,349**	**11,467**	**11,498**

NOTES: AFY = acre-feet per year
SOURCE: City of Santa Monica, Sustainable Water Master Plan Update, Table 2-1

Project Site

The Hotel Parcel is currently occupied by the Miramar Hotel, which includes hotel, retail/restaurant, and spa uses, as well as landscaped open space and surface parking lots. The Second Street Parcel is occupied by a surface parking lot with no landscaping and therefore does not currently generate any water demand.

As required by the City's Water Neutrality Ordinance, baseline water demand was determined by the average water use at the Project Site over the previous five years (2012-2017) based on the existing water accounts at the Project Site. Based on water usage calculations provided in Appendix 3 of the Capacity Study for the two water accounts and as summarized in **Table 4.20-**

2, *Existing Average Water Use at the Hotel Parcel*, existing water demand is 28,742,349 gallons per year ("GPY"), 88.21 acre-feet per year ("AFY")[13], or 78,746 gallons per day ("gpd").

TABLE 4.20-2
EXISTING AVERAGE WATER USE AT THE HOTEL PARCEL

Account	Address	Total Gallons (5 Years)	Average Gallons Per Year (GPY)	Average Acre Feet Per Year (AFY)	Average Gallons Per Day (gpd)
602009-2	1125 Ocean Avenue	95,016,196	19,003,239 GPY	58.32 AFY	52,064 gpd
601989-2	124 California Avenue	48,695,548	9,739,110 GPY	29.89 AFY	26,682 gpd
Totals		**143,711,744**	**28,742,349 GPY**	**88.21 AFY**	**78,746 gpd**

SOURCE: Fuscoe Engineering; ESA, 2019

Water Conservation

The City takes water conservation very seriously and both the UWMP and SWMP planning documents highlight these efforts by the City.

On the State level, the Water Conservation Act of 2009 (SBx7-7) called for a 20 percent reduction in urban water use by the year 2020. The water code was amended to require 2015 and 2020 water use targets to be developed in the 2010 UWMPs and updated in the 2015 UWMPs. Per the 2015 UWMP, Santa Monica set a 2020 compliance target for per capita water consumption of 123 gallons per capita daily ("gpcd").

On a City level, Santa Monica has actively pushed to conserve water efforts for decades. Santa Monica passed its "No Water Waste" Ordinance initially in 1993, and still actively enforces water waste. The Water Efficient Landscape and Irrigation Standards were established in 2008 and continue to be updated. The City's Water Shortage Response Plan (adopted June 9, 2009) was instrumental in responding to the last drought. A Stage 2 Water Supply Shortage was declared August 12, 2014 and required all residents to reduce water use by 20 percent and enforce other water savings. These mandatory water demand reductions are still in place.

The City has also been a signatory to the California Water Efficiency Partnership (formerly the California Urban Water Conservation Council) memorandum of understanding (MOU) since 1991. The City has actively implemented the organization's best management practices (BMP) for more than 27 years, including the current BMPs:

- BMP 1: Utility Operations
- BMP 2: Public Education & Outreach
- BMP 3: Residential Programs

[13] An acre-foot of water, abbreviated as AF, is a standard unit of water measurement that is the amount of water it would take to cover an acre to a depth of one foot. One acre-foot equals approximately 325,851 gallons.

- BMP 4: Commercial, Institutional, and Industrial Programs
- BMP 5: Landscape Programs

More recent efforts include the new Water Conservation Unit ("WCU"), which was launched in spring 2015. The WCU is tasked with implementing and overseeing the City's water conservation programs. The WCU is also charged with "permanently establishing water conservation as the new normal in the City." The WCU has implemented several new programs including Water Use Allowances ("WUAs"), WUA Exceedance Citations, Enhanced Water Waste Patrols, Water School, Water Use Consultations and specialized trainings, enhanced rebate programs, customer outreach, and more. Public outreach is a continued focus of the City and WCU, including the publication of "The Water Issue" with the Santa Monica Daily Press, which provided information about the City's water infrastructure, a guide to efficient landscaping, and the need for water conservation.

As further described below, the Water Neutrality Ordinance, effective July 1, 2017, caps water use for new developments to the average five-year historical use for that individual parcel. The City plans to keep demand at current levels to ensure their local water supply can continue to meet total City water needs.

4.20.2.2 Forecasted Conditions

Future Water Supply

As discussed above, the City currently meets water demand through a combination of local groundwater supplies and imported MWD water, which is supplemented by urban treated runoff water from the SMURFF for non-potable water demands (i.e., landscape irrigation, toilet flushing, etc.). The 2015 UWMP estimated the total maximum projected water supply available to the City from 2015 through 2040 to be approximately 20,469 AFY, consisting of 7,409 AFY of imported MWD water, 12,500 AFY of local groundwater from the SMGB, and 560 AFY of urban treated runoff water.[14] The reliability estimates assume full production of the SMGB sustainable yield of 12,500 AF; however, as previously noted the existing maximum production capacity in the SMGB is approximately 9,000 AFY due to the limitations from the existing wells.

The 2015 UWMP also provides a discussion of how supply would meet demand during normal, single-dry and multiple-dry years during a 20-year projection (i.e., 2020 through 2040). As summarized in **Table 4.20-3,** *Water Supply Availability and Demand Projections*, water supply would meet demand during a normal year, single dry year, and multiple dry years.[15]

The City's Sustainable Water Master Plan establishes the goal and pathway for the City to be 100% water self-sufficient (i.e., no imported water) and as part of that effort, the City plans to increase its non-potable water supply through its Sustainable Water Infrastructure Project (SWIP). The SWIP includes three project elements: (1) Brackish/Saline Impaired Groundwater

[14] City of Santa Monica, 2015 Urban Water Management Plan, June 2016, Table 2.8.
[15] City of Santa Monica, 2015 Urban Water Management Plan, June 2016, Tables 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, and 5.9.

Treatment and Reuse; (2) Recycled Municipal Wastewater Treatment and Conjunctive Reuse; (3) Stomwater Harvesting, Treatment, and Reuse.

TABLE 4.20-3
WATER SUPPLY AVAILABILITY AND DEMAND PROJECTIONS (AF)

	2020	2025	2030	2038[1]	2040
Normal Water Year					
Supply	20,469	20,469	20,469	N/A	20,468
Demand	12,933	13,010	13,089	N/A	13,246
Supply/Demand Difference	7,433	7,356	7,277	N/A	7,120
Supply Demand %	157.5%	156.5%	155.6%	N/A	153.8%
Single Dry Year					
Supply	20,469	20,469	20,469	N/A	20,469
Demand	14,097	14,181	14,267	N/A	14,438
Supply/Demand Difference	5,809	5,725	5,639	N/A	5,468
Supply Demand %	141.2%	140.4%	139.5%	N/A	137.9%
Multiple Dry Years					
Supply	19,909	19,906	19,906	19,906	19,906
Demand	13,838	13,922	14,005	14,933	14,174
Supply/Demand Difference	6,068	5,984	5,901	4,973	5,732
Supply Demand %	143.8%	143.0%	142.1%	133.3%	140.4%

NOTES: AF = acre feet

[1] Year 2038 represents the year when excess supply would be the smallest under the Multiple Dry Years scenario.

SOURCE: City of Santa Monica, 2015 UWMP, Tables 5.3, 5.4, 5.5, 5.6, 5.7, and 5.8.

Future Water Demand

The 2015 UWMP identifies available water supplies and the ability of those supplies to meet projected demand during a normal water year, single dry year, and multiple dry years over a 20-year time period. As shown in Table 4.20-3, there is available water supplies to meet projected water demand during a normal water year, single dry year, and multiple dry years through 2040. Even under the worst case multiple dry year scenario in 2038, the supply would be 19,906 AF and the demand would be 14,933 AF, for a surplus of 4,973 AF or 33.3 percent.

Subsequent to adoption of the 2015 UWMP, the City conducted an updated assessment of its future water demand and supplies as part of the 2018 Sustainable Water Master Plan Update. The update accounts for changes in water use and new conservation policies and lays out the approach for the City to achieve water self-sufficiency by 2023. In the 2018 SWMP Update, the City analyzed annual water demand for planning years 2020, 2025, 2030, 2035, and 2040. Potable water demand projections are based on historical water demand unit rates, population growth projections, and estimates of non-revenue water. The updated values from the SWMP Update are shown in **Table 4.20-4,** 2018 SWMP Potable Water Demand Projections Based on Residential

Population. Per the 2018 SWMP, the City's goal for water self-sufficiency can be achieved through continued commitment to water conservation and innovative strategies that will include the drilling of new wells, completion of the SWIP, and new treatment enhancements technologies at the Arcadia Water Treatment Plant.

TABLE 4.20-4
2018 SWMP POTABLE WATER DEMAND PROJECTIONS BASED ON RESIDENTIAL POPULATION

	2020	2025	2030	2035	2040
Unit Water Use Rate	110	110	110	110	110
Population	95,315	97,429	102,726	103,038	103,440
Potable Water Demand (AFY)	11,744	12,005	12,657	12,696	12,745
Non-Revenue Water (AFY)[1]	587	600	633	635	637
Adjusted Potable Water Demand (AFY)	**12, 332**	**12,605**	**13,290**	**13,331**	**13,383**

[1] Water loss is typical in all water distribution systems due to small leaks, firefighting activities, and system testing and maintenance activities. This water loss is termed as "non-revenue water".

SOURCE: City of Santa Monica, SWMP 2018, Table 4-1.

4.20.3 Regulatory Framework

4.20.3.1 State

Governor's Drought Declarations

Governor Edmund G. Brown Jr. has prepared a series of executive orders to address recent drought conditions in the state. The first executive order, issued on January 17, 2014 proclaimed a State of Emergency and directed State officials to take all necessary actions to make water immediately available. The proclamation included numerous measures such as asking Californians to reduce water consumption by 20 percent, directing local water suppliers to implement water shortage contingency plans, and other measures to be implemented by state agencies.

Seven subsequent proclamations have built upon and provided further guidance regarding the original order. Notably, Executive Order B-29-15, April 1, 2015, ordered the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25-percent reduction in potable urban water usage through February 28, 2016; and directed the California Department of Water Resources (DWR) to lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes. The most recent proclamation, Executive Order B-37-16 on May 9, 2016, directs the SWRCB and DWR to set new water reduction targets, building upon Senate Bill No. 7. Among other provisions, it also provides guidance for new water use prohibitions and updated requirements for Water Shortage Contingency Plans.

On February 8, 2017, the SWRCB extended water conservation regulations, continuing the prohibition of wasteful practices and conservation mandates. While heavy rains in the 2016 –

2017 rain season reduced drought conditions in some portions of the state, the Board concluded: (1) drought continues to exist in portions of the state, and snowpack and reservoir conditions for the end of the water year remain subject to significant change; (2) the drought conditions may persist or continue locally through the end of the water year; and (3) additional action by both the SWRCB and local water suppliers will likely be necessary to prevent waste and unreasonable use of water and to further promote conservation.

On April 7, 2017 the Governor declared an end to California's drought emergency in Executive Order B-40-17 for most of the California counties, inclusive of Los Angeles County. The end of the drought emergency was a result of increased rainfall in the last year and large storms during the winter of 2016 to 2017. While ending the drought declaration, the executive order notes that "…the next drought could be around the corner," and "Conservation must remain a way of life." Accordingly, conservation actions taken in Executive Order B-37-16 remain in effect.

Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the DWR. SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and to impose fees and assessments. SGMA also allows the SWRCB to intervene if local agencies do not meet the SGMA requirements.

The Santa Monica Basin is expected to be designated as a medium priority basin. Because the City's recommended future water supply portfolio includes expanded use of groundwater in the Santa Monica Basin, SGMA provides the City with an opportunity to manage the Basin or its key subbasins to sustain the City's expanded use of groundwater.

California Water Plan

The California Water Plan, which is required by the California Water Code Section 10005(a), is the State government's strategic plan for managing and developing water resources statewide for current and future generations. It provides a collaborative planning framework for elected officials, agencies, tribes, water and resource managers, businesses, academia, stakeholders, and the public to develop findings and recommendations and make informed decisions for California's water future. The Plan is updated every five years, with Update 2013 now active, and a draft of the California Water Plan Update 2018 currently available for public review.[16]

The current Update 2013 plan presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The Water Plan also evaluates different combinations of regional and statewide resource management strategies to reduce water demand, increase water

[16] California Department of Water Resources, Water Plan Updates, https://water.ca.gov/Programs/California-Water-Plan/Water-Plan-Updates. Accessed April 24, 2019.

supply, reduce flood risk, improve water quality, and enhance environmental and resource stewardship. The assessments performed for the plan help identify effective actions and policies for meeting California's resource management objectives in the near term and for the next several decades.

California Urban Water Management Plan Act

The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, Sections 10610-10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires water suppliers to develop water management plans every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Section 10632 requires that the water management plan address shortage contingency planning. Municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 AFY of water must adopt a UWMP. A UWMP is intended to serve as a water supply and demand planning document that is updated every *5* years to reflect changes in the water supplier's service area, including water supply trends, and conservation and water use efficiency policies.

Senate Bill 610, Senate Bill 221, Senate Bill 7

State legislation addressing water supply, Senate Bill (SB) 610 and SB 221, became effective January 1, 2002. SB 610, codified in CWC §10910 et seq., describes requirements for both water supply assessments (WSAs) and UWMPs applicable to the California Environmental Quality Act (CEQA) process. SB 610 requires that for projects subject to CEQA, which exceed a specified minimum size, the water supplier must prepare a Water Supply Assessment (WSA) that determines whether the projected water demand associated with a proposed project is included as part of the most recently adopted UWMP. The size requirement is specified according to development type, but generally reflect developments whose water consumption would be equivalent to or greater than the amount of water required by a 500 dwelling unit project. The Project includes a total of 108 residential units, which is substantially below the 500 residential unit threshold established in the legislation. In addition, a WSA was prepared for the Land Use and Circulation Element (LUCE), which was relied upon for the preparation, analysis, and adoption of the Downtown Community Plan (DCP). The Project is within the development anticipated by the DCP. In light of the size of the Project, which is below the threshold for the requirement of a WSA as well as the fact that the Project is within the anticipated growth of the DCP, a project-specific WSA is not required for the Project.

SB 221 also addresses water supply in the land use planning process. However, this legislation, which also requires demonstration of sufficient water supply to serve a proposed subdivision, pertains to residential subdivisions of 500 units or more in non-urban areas, and therefore does not apply to the Project.

Complementary legislation to SB 610 was enacted on November 10, 2009, with the passage of SB 7, the 2009 Water Conservation Act. SB 7 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.[17] As such, each updated UWMP must incorporate a description of how each respective urban water supplier will quantitatively implement this water conservation mandate, in addition to the requirements of SB 610. The legislation specifies specific measures for attaining goals, and requirements for monitoring of and compliance with goals. Compliance with the water reduction target is required for continued state water grants and loan eligibility. After 2021, failure of urban retail water suppliers to meet their targets establishes a violation of law for administrative or judicial proceedings.

California Code of Regulations – Title 20

Title 20, Sections 1605.1(h) and 1605.1(i) of the California Code of Regulations (CCR) establishes efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures, including such fixtures as showerheads, lavatory faucets and water closets. Amongst the standards, effective January 1, 2016, the maximum flow rate is 1.2 gpm at 60 psi for lavatory faucets and aerators, 1.8 gpm with optional temporary flow of 2.2 gpm at 60 psi for kitchen faucets and aerators, and 0.5 gpm at 60 psi for public lavatory faucets. The standard for water closets is 1.8 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.

CalGreen Building Code - California Code of Regulations Title 24, Part 11

California Code of Regulations Title 24 Part 11 establishes the California Green Building Standards Code (CALGreen). The purpose of CALGreen is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The water efficiency standards build upon those established under Title 20, specifying flow rates for such fixtures as water closets, showerheads and faucets. CALGreen includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met in order for a building to be approved. The voluntary measures apply stricter standards that can be adopted by local jurisdictions for greater efficiency and conservation of water resources. CALGreen is updated regularly, with the most recent 2016 version becoming effective on January 1, 2017.

4.20.3.2 Regional

Metropolitan Water District

The City purchases some of its water supply from MWD. MWD is comprised of 26 member agencies including the City. MWD is the largest water wholesaler for domestic and municipal

[17] California Department of Water Resources, 2010. 20 x 2020 Water Conservation Plan. Available at: http://www.swrcb.ca.gov/water_issues/hot_topics/20x2020/docs/20x2020plan.pdf. Accessed April 24, 2019.

uses in Southern California. All 26-member agencies have preferential rights to purchase water from MWD.

MWD meets the demand for water through assessments of future supply and demand, which are presented in the MWD's RUWMP, the most recent being prepared in 2015. This plan addresses the future of MWD's water supplies and demand through the year 2040. Evaluations are prepared for average year conditions, single dry year conditions, and multiple dry year conditions. Data in the RUWMP shows that MWP can provide reliable water supplies under both the single driest year and the multiple-dry-year hydrologies through 2040.[18]

MWD also prepares an Integrated Water Resources Plan (IRP), which provides a water management framework that includes plans and programs for meeting future water needs. It addresses issues that can affect future water supply such as water quality, climate change, and regulatory and operational changes. The most recent IRP was adopted in January 2016 (2015 IRP). It establishes a water supply reliability mission of providing its service area with an adequate and reliable supply of high-quality water to meet present and future needs in an environmentally and economically responsible way. The 2015 IRP includes a number of strategies to meet future water demand.

4.20.3.3 Local

City of Santa Monica Sustainable Water Master Plan

The SWMP adopted in December 2014 combines relevant components of existing water resource plans with an evaluation of a broad range of water supply and demand management options to assist the City in meeting its goals. The plan provides a comprehensive look at the City's water system to define supply and demand management options to cost effectively reduce future water demands and enhance local water supply production capabilities. The SWMP includes an evaluation of expanded demand management measures and a variety of water supply alternatives including recycled water, storm water collection and treatment, rainwater harvesting, gray-water applications, and other water rights, supply and exchange opportunities to align with the City's goal of water self-sufficiency (i.e., meeting 100 percent of City's water demand through local sources) by 2020.

The City initiated a comprehensive update of the SWMP in 2017 to incorporate new information regarding local groundwater resources and to integrate new water conservation programs and alternative water supply opportunities. On January 9, 2018, City staff reported to Council that further analysis was needed to assess whether the City could meet its water self-sufficiency goal by 2020. A Draft SWMP was prepared for the City by Black & Veatch Corporation and issued in August 2018. Subsequent to completion of the August 2018 SWMP, Water Resources Division staff incorporated additional information (treatment feasibility study findings for the Olympic

[18] The Metropolitan Water District of Southern California, 2015 Urban Water Management Plan, June 2016, http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf. Accessed April 24, 2019.

Wellfield and production efficiency enhancements for the Arcadia Water Treatment Plant) to refine the pathway to achieve water self-sufficiency and final recommendations were released through a staff report in a City Council hearing on November 27, 2018. The updated 2018 SWMP confirmed that the further analyses were completed and that achieving water self-sufficiency that can be maintained into the future is practical and cost effective, but the projected date of reaching that goal would be 2023. The delay from the original date is due to new state drinking water requirements implemented in 2018, permitting requirements for alternative water supply projects, and results of recently completed feasibility studies which resulted in longer timelines for project completion relative to previous estimates.[19]

City of Santa Monica 2015 Urban Water Management Plan

The 2015 UWMP has been prepared for compliance with the Urban Water Management Planning Act, as discussed above. The UWMP is a water management plan that identifies short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. The UWMP identifies the supply, demand, and reliability of the City's available water supplies; and also addresses compliance with water conservation measures, contingency planning for drought conditions, and impacts on water supplies due to global climate change. An UWMP is intended to serve as a water supply and demand planning document that is updated every 5 years to reflect changes in the water supplier's service area, including water supply trends, and conservation and water use efficiency policies. The UWMP is consistent with SB 7 water conservation goals that require urban water suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide.

City of Santa Monica Downtown Community Plan

The DCP includes the following policies to promote water conservation and the use of recycled water for irrigation:

> **Policy SI1.1:** Require new development to meet or exceed the City's water conservation and water neutrality requirements of the water self-sufficiency programs.
>
> **Policy SI1.2:** Where purple pipe is accessible to new development, require the use of recycled water for irrigation.

Land Use and Circulation Element

The City's LUCE includes policies that promote water conservation and sustainability. These policies, Policies S6.1 through S6.8 (detailed below), are intended to ensure sufficient water supplies for new development, ensure the implementation of UWMPs, encourage water conservation (landscaping requirement in new projects and retrofitting of existing development), continue remediation of the City's contaminated groundwater supply, increase the use of

[19] City of Santa Monica, Department of Public Works, Water Resources Division, Sustainable Water Master Plan Update and Pathway to Water Self-Sufficiency, Staff Report 2979, November 27, 2018, http://santamonicacityca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1154&MediaPosition=&ID=2979&CssClass=. Accessed April 24, 2019.

groundwater consistent with safe yields, and encourage the preparation of a groundwater management plan. The City has been pursuing these policies as indicated in the discussion of the applicable plans and ordinances above.

Policy S6.1: Ensure sufficient water supplies for new development.

Policy S6.2: Implement the recommendations of the 2005 Santa Monica Urban Water Management Plan, including increasing water supply and conservation measures such as the City's no waste ordinance, landscape ordinance, wastewater control ordinance, and low-flow ordinance, and complete an assessment of the viability of additional urban run-off recycling.

Policy S6.3: Implement landscape water conservation requirements for new construction projects.

Policy S6.4: Continue to remediate the City's own contaminated groundwater supply.

Policy S6.5: Continue the City's water-using appliances retrofit upon resale ordinance to encourage water conservation.

Policy S6.6: Continue to explore and expand additional potential water conservation measures for the community, such as expanding reclaimed water access and availability.

Policy S6.7: Increase the use of groundwater consistent with the safe yield of the Santa Monica Groundwater Basin and reduce reliance on imported surface water supplies from the Metropolitan Water District. As necessary, implement conservation measures as identified in the City's Water Shortage Response Plan to insure that adequate water supplies are available to the City.

Policy S6.8: Prepare a citywide Groundwater Management Plan, and as part of that effort, conduct groundwater studies to confirm or adjust as necessary the safe yields of the Arcadia and Olympic Subbasins.

Santa Monica Municipal Code

Chapter 7.16 – Water Conservation

Chapter 7.16 of the City of Santa Monica Municipal Code (SMMC) establishes conservation measures to be followed, provides the framework for water conservation planning, and establishes water consumption limits and fees for new development. Conservation measures include, but are not limited to, such items as watering hours, restrictions on watering pavement or washing surfaces, and development standards for water features to ensure resource efficiency and reduced waste.

Section 7.16.030 – Water Shortage Response Plan

Pursuant to SMMC Section 7.16.030 and California Water Code Section 10632, the City adopted a Water Shortage Response Plan (WSRP), which is intended as an action plan and is designed to reduce water demand during water shortages. The WSRP establishes five stages of water shortage severity based on predicted or actual water supply reductions. Each stage establishes water use reductions through voluntary or mandatory measures. Triggers for implementing the WSRP may include such events as a state or local emergency, natural disaster, a localized event that critically

impacts the water supply, drought, or Santa Monica's wholesale water agency imposing water allocation restrictions.

The plan establishes Water Use Allowances (WUAs) tied to the stage of shortage severity. City-wide use reduction goals associated with the five stages vary from 10 percent to 50 percent. Other provisions of the SMMC provide penalties and remedies for violation of the WSRP.

Section 7.16.050 – Water Neutrality Ordinance

On May 23, 2017, the City adopted a water neutrality ordinance (Section 7.16.050 of the SMMC). Under the water neutrality ordinance, new development must offset all increases in average five-year historical water use at a ratio of 1:1, except for 100 percent affordable housing projects which must offset water demand at a ratio of 0.5:1. The water offsets shall be achieved with on-site water efficiency measures. If efficiency measures cannot be reasonably achieved on-site, the applicant may achieve off-sets by payment of in-lieu fees or performing/undertaking the requirements at an off-site location. On November 27, 2018, modifications were made to the ordinance to strengthen the ability to address new water demand created by new development, outdoor water features, tenant improvement projects, and residential remodels. These modifications became effective January 18, 2019.[20]

Section 8.108 – Landscape and Water Conservation

The Green Building Ordinance (SMMC 8.108 Subpart A - Landscape and Water Conservation Section) contains the Water Efficient Landscape and Irrigation Standards that ensure efficient water use, the elimination of urban runoff, and the promotion of healthy and diverse habitats for all existing and new landscapes. The Standards include requirements for new landscapes, modifications to existing landscapes, and the ongoing maintenance of landscapes and are as effective as the State's Model Water Efficient Landscape Ordinance.

4.20.4 Environmental Impacts

4.20.4.1 Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project’s environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G questions regarding water supply and infrastructure, a project would have a significant impact related to water if the project would:

[20] City of Santa Monica, Office of Sustainability and the Environment, Water Neutrality Ordinance, https://www.smgov.net/departments/ose/categories/water/water_neutrality.aspx. Accessed April 16, 2019.

WATER-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

WATER-2: Not have sufficient water supplies available to serve the project and reasonably forseeable future development during normal, dry and multiple dry years.

Methodology

Water Infrastructure

The existing and proposed water use for the Project was based on calculations provided in Appendix 3 of the Capacity Study that is provided in Appendix N of this EIR. The existing water use is based on a five-year baseline (July 2012-June 2017) established for the two existing accounts on the Hotel Parcel (see Table 4.20-2). There is no existing or baseline water use on the Second Street Parcel since the parcel is developed as a surface parking lot in support of the Miramar Hotel. As detailed in Appendix 3 of the Capacity Study, the future water use for the Hotel Parcel and Second Street Parcel was based on flow rate by fixture type for hotel rooms, other non-residential water uses (such as retail, restaurant, event space, and spa/fitness), and residential water uses. The future water use includes the use of water efficient fixtures and the use of non-potable water for landscaping. The net water use was evaluated by comparing the existing water use with the estimated future water use in terms of gallons per year. The ability of the local water lines to serve the Project Site is also based on the Capacity Study. With regard to infrastructure, the Capacity Study evaluates the adequacy of the water lines that would serve the Project based on the total available flow calculations to meet fire flow demand as provided in Appendix 7. These short-term flow demands are then compared against the ability of the water mains in Wilshire Boulevard, Ocean Avenue, and California Avenue to accommodate these flows.

Fire flows and the adequacy of water pressure for fire-fighting purposes are more specifically addressed in Section 4.15, *Fire Protection*, of this EIR.

Water Supply

The analysis of water availability estimates the total water demand generated by the Project and compares that demand to the City's available water supply. The reliability of water supply is based on information in the City's 2015 UWMP which compares the expected water supply to the projected demand in 5-year increments from 2020 to 2040. The analysis is performed for normal, single dry, and multiple dry year scenarios, as summarized in Table 4.20-3. However, the City's 2015 UWMP is conservative, given the City's recently enacted water conservation strategies and planned water supply improvements and its efforts to achieve 100 percent water self-sufficiency as outlined in the SWMP. Further, the City has adopted a water neutrality ordinance that requires no net increase in water use from new development.

4.20.4.2 Applicable Mitigation Measures from the Downtown Community Plan EIR

There are no applicable mitigation measures regarding water from the adopted Mitigation Monitoring and Reporting Program (MMRP) from the Downtown Community Plan Program EIR. However, as required by Mitigation Measure U-1 of the DCP EIR, the City conducts ongoing evaluations to ensure its water infrastructure system is adequate to meet service needs and that infrastructure system improvements are implemented as needed as part of the City's Capital Improvement Program.

4.20.4.3 Project Characteristics

The Project would result in the rehabilitation of the Palisades Building and the construction of two new buildings, the Ocean Building and California Building on the Hotel Parcel with a mix of hotel, retail, restaurant, and residential uses. The Second Street Parcel, which is currently used as a surface parking lot for the Hotel, would be redeveloped with up to 48 affordable housing units. New laterals and water meters would be installed to connect to the existing water mains as approved by the City during the plan check process.

Development of the Project would incorporate green building design features into new and rehabilitated construction. The Applicant would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. With respect to water demand, the Project would comply with the water efficiency requirements of applicable regulations, including CALGreen, and the City's Water Neutrality Ordinance. For instance, the Project would include the installation of energy-efficient fixtures on shower heads, toilets, and energy-efficient appliances. In addition, non-potable water would be used for landscaping and would be provided by collected stormwater, reuse of water on-site, and/or use of recycled water provided via the existing recycled water line in Ocean Avenue.

4.20.4.4 Project Impacts

WATER-1: *Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?*

Impact Statement WATER-1: *With the installation of water efficiency features, the Project would result in a net reduction in water usage as compared to existing conditions. Based on available flow calculations provided in the Capacity Study, existing water lines are adequate to provide water service to the Project Site. The Project would not require the relocation, construction, or expansion of water facilities. Therefore, Project impacts would be less than significant.*

Construction

Water during construction of the Project would be required for dust control, cleaning of equipment, soil excavation/export, and removal and re-compaction of soil. Existing uses that currently generate water demand would not be occupied during construction, which would reduce the existing demand and offset construction demand. Temporary construction water use would be less than existing water consumption at the Project Site, which is estimated to be 78,746 gpd (see Table 4.20-2) and less than the Project's estimated operational demand. Therefore, it is anticipated that the existing water infrastructure would meet the limited and temporary water demand associated with construction of the Project. Impacts on the water infrastructure due to construction activity would therefore be less than significant.

As indicated above, a 4-inch diameter distribution line for recycled water is located in Ocean Avenue extending from the SMURRF to San Vicente Boulevard. The Project would provide a connection to the distribution line in the event that recycled water from SMURRF is needed for landscaping after accounting for use of collected stormwater and reuse of water on-site. Construction impacts associated with the recycled water line connection would primarily involve limited trenching to place the new recycled water line below surface. Prior to ground disturbance, all proposed work associated with the new laterals for water and recycled water would be subject to review and approval by the City's Department of Public Works. Applicable permits to allow work in the public right-of-way would be obtained as necessary. In addition, pipeline construction within the public right-of-way would be conducted in accordance with a City-required Construction Impact Mitigation Plan if warranted to address parking, safety, and truck traffic. The Public Works Department would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service to off-site properties. Therefore, Project impacts on water infrastructure associated with construction activities would be less than significant.

Operation

When analyzing the Project for infrastructure capacity, the projected demands for both fire flow and domestic water are considered. Although domestic water demand is the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Accordingly, the City of Santa Monica's Public Works Department utilized the hydraulic model of their water network to assess the impact of the Project on the 8-inch water line in California Avenue, the 12-inch line in Ocean Avenue, and the 12-inch line in Wilshire Boulevard. The Capacity Study determined that the City's water network provides a fire flow supply that exceeds the required fire flow requirement for both the Hotel Parcel and the Second Street Parcel.[21]

With regard to the use of recycled water for irrigation, the Project would reuse on-site water collected from stormwater runoff, recovered and treated water from on-site uses, such as air conditioning and hotel wash-water, and/or recycled water from the City's SMURRF. These

[21] Fuscoe Engineering, Fire and Domestic Water & Sewer Capacity Study, 2019, page 10, Appendix 7 and Appendix 8.

options would be explored as plans are further developed. The City has indicated that sufficient capacity exists from SMURRF to accommodate the demand for irrigation on the Hotel Parcel.[22]

Therefore, the City's water network for potable and non-potable water has adequate capacity to accommodate the Project and Project implementation would not result in the need for new or additional water infrastructure. As such, impacts to water facilities would be less than significant.

WATER-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 Statement WATER-2: *The Project's water demand would decrease compared to existing conditions and therefore, would have a negligible effect on available water supplies to the City during normal, dry, and multiple dry years and no impact would occur.*

Construction

As described above, water during construction of the Project would be required for dust control, cleaning of equipment, soil excavation/export, removal and re-compaction of soil. The estimated water use during construction would be temporary and less than that of existing uses (78,746 gpd). Therefore, impacts on the water supply due to construction activity would be less than significant.

Operation

As shown in **Table 4.20-5,** *Future and Existing Annual Water Use,* when incorporating the water-efficient fixtures and appliances required under current regulations and using stormwater or recycled water for landscaping on the Hotel Parcel, the Project (Hotel and Second Street Parcels) would have an estimated water demand of 19,134,042.5 GPY (58.7 AFY). When compared to existing water demand of 28,742,349 GPY (88.2 AFY), the Project, including the use of recycled water and/or stormwater on the Hotel Parcel would decrease the potable on-site water demand by approximately 9,608,307 GPY (29.5 AFY), or about 33.4 percent, below existing conditions.

The 2015 UWMP analyzes the reliability of the City's water resources to meet water demand for normal, single dry, and multiple dry year scenarios though 2040. Data from the 2015 UWMP is provided in Table 4.20-3 and shows water supply availability and demand for years 2020, 2025, 2030, 2038, and 2040 for all three scenarios. The 2015 UWMP provides more detailed, yearly estimates for the multiple dry year scenarios which are the most critical for meeting future demand. Accordingly, Table 4.20-3 also includes the multiple dry year estimate for 2038, which is the most critical year identified in the 2015 UWMP analysis. As indicated in Table 4.20-3, during normal year conditions for 2020 and 2025 (the years before and after the estimated year of completion of the Project (2025), the UWMP estimates the surplus water supply to be 57.5 percent and 56.5 percent, respectively, above that needed to meet the estimated population

[22] Email from Jamie Atkinson, PE, Civil Engineering Associate to Susan Williams and Robert Zak, Fuscoe Engineering, June 13, 2017.

demand. Further, the 2015 UWMP analysis was completed prior to the adoption of the City's Water Neutrality Ordinance and other City water conservation efforts/programs, such as the SWIP. Therefore, water demand in 2020 and 2025 would likely be less than what was estimated in the 2015 UWMP (as reflected in the SWMP Update 2018).

With regard to the use of recycled water for irrigation, the Project would reuse on-site water collected from stormwater runoff, recovered and treated water from on-site uses, such as air conditioning and hotel wash-water, and/or recycled water from the City's SMURRF. These options would be explored as plans are further developed. The City has indicated that sufficient capacity exists from SMURRF to accommodate the demand for irrigation on the Hotel Parcel.[23]

TABLE 4.20-5
FUTURE AND EXISTING ANNUAL WATER USE

Water Use	Gallons Per Year (GPY)
Proposed Hotel Guestrooms	4,252,213.5
Other Proposed Nonresidential[a]	8,211,879.5
Proposed Residential	1,936,580.5
Estimated Landscape Irrigation[b]	1,655,275.0
Water Feature Evaporation Loss Makeup[c]	222,431.0
Projected Hotel Parcel Water Use	16,278,379.5
+ 20% Contingency	3,255,675.9
Water Reuse	-1,655,275.0
NEW HOTEL PARCEL PROJECTED WATER USE	**17,878,769.5**
Current Hotel Parcel Water Use	28,742,349.0
NEW HOTEL PARCEL WATER USE REDUCTION	**-10,863,579.5 (38%)[d]**
SECOND STREET PARCEL WATER USE	**1,255,273**
NEW HOTEL PARCEL + SECOND STREET PARCEL WATER USE REDUCTION	**-9,608,306.5 (33.4%)[d]**

[a] Includes retail, restaurants, event space, space/fitness, housekeeping
[b] Irrigation to be provided by recycled water
[c] Waterfall, koi pond, three decorative pools
[d] Percent reduction compared to current Hotel Parcel water use
SOURCE: Fuscoe Engineering, 2019

As detailed in Table 4.20-5, the Project (Hotel and Second Street Parcels) would have an estimated potable water demand of 19,134,042.5 GPY (58.7 AFY), which is 33.4% reduction in water use compared to existing conditions. Therefore, the Project would have no impact on the conservative water demand projections contained in the 2015 UWMP during normal, dry, and multiple dry years or the 2018 SWMP's updated water demand projections. Since the Project

[23] Email from Jamie Atkinson, PE, Civil Engineering Associate to Susan Williams and Robert Zak, Fuscoe Engineering, June 13, 2017.

would reduce the overall water demand through the use of energy-efficient fixtures on shower heads, toilets, and energy-efficient appliances and the use of non-potable water for irrigation, the Project would contribute to the City's overall reduction in water demand and no impacts would occur.

4.20.4.5 Cumulative Impacts

Water Infrastructure

Although the Project would not increase demand on the existing water infrastructure system, other cumulative projects in the City would cumulatively increase the demand on the existing water infrastructure system and could potentially require relocation or construction of new or expanded water infrastructure, the construction or relocation of which could cause significant environmental effects. However, each new proposed project would be subject to City review to ensure that the existing public water lines would be adequate to meet domestic and fire water demands. The local infrastructure in the vicinity of the Project has sufficient capacity to serve the Project. Based on a review of the cumulative projects in the City as identified in Chapter 3, General Description of Environmental Setting, development in the Project vicinity is mostly infill and replacement in nature, with no large scale projects immediately adjacent to the Project Site. New development in a larger vicinity could contribute to the overall demand for water resources; and such increased demand is taken into account in the UWMP and SWMP Update projections discussed in the Project's analysis of impacts. Cumulative land uses changes within the City and Downtown would contribute to impacts on the City's water conveyance system, including exceeding water main capacities and increasing demand on existing water lines. The City conducts ongoing evaluations to ensure its water infrastructure system is adequate to meet service needs and that infrastructure system improvements are implemented as needed as part of the City's Capital Improvement Program (and as required in the Downtown by Mitigation Measure U-1 of the DCP EIR). The City's ongoing efforts to maintain and upgrade public infrastructure would ensure that cumulative impacts, associated with the relocation, construction, or expansion of new water facilities would be less than significant. Notwithstanding the above, Project implementation would result in a 33.4 percent reduction in water use compared to existing conditions. Therefore, the Project would result in reductions to impacts regarding water resources and the Project's contribution to cumulative demand on infrastructure would not be cumulatively considerable.

Water Supply

Although the Project would result in a net decrease in water use compared to existing conditions, new development occurring within the City would cumulatively contribute to the number of people and activities resulting in the consumption of water. Such increase in water demand that could occur due to cumulative development has been generally accounted for within the City's 2015 UWMP and the 2018 SWMP Update, which incorporates expected growth through 2040.

As presented in Table 4.20-3, the 2015 UWMP estimates that under the worst-case 2038 multiple dry years scenario, the water supply would be 19,906 AF and the demand would be 14,933 AF, for a surplus of 4,973 AF, or 33.3 percent. Thus, there would be sufficient supply available to

meet future demand. Further, as stated previously, the 2015 UWMP analysis was completed prior to the adoption of the City's water neutrality ordinance, which requires all new development to offset its increase in water demand. Therefore, water demand in the future would likely be less than that estimated in the 2015 UWMP.

The City will continue to monitor water supply and demand as part of its SWMP and achievement towards the 100 percent water self-sufficiency goal. Additionally, the City is required to prepare and periodically update its UWMP to ensure that water supplies are available to meet existing and projected demands. The UWMP accounts for existing water demand within the City, as well as projected increases in water demand due to growth and development. Under the provisions of SB 610, the City is required to prepare a comprehensive WSA for larger development projects within its service area (i.e., projects with water demand equivalent to at least 500 dwelling units, or 1,000 employees/500,000 square feet of shopping centers or business establishments). The WSA for such projects identifies growth that may not have been included within the growth projections of the UWMP, and evaluates the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed.

Further, the City intends to prepare a Groundwater Management Plan as required by the SGMA. SGMA provisions provide the City an opportunity to manage the Basin or its key sub-basins to sustain the City's expanded use of groundwater.

The City's cumulative demand for water would be accommodated through existing and future water resources. Therefore, cumulative impacts regarding water supply would be less than significant. While cumulative impacts would be less than significant, it may be noted that the Project would result in a reduction of water demand through the implementation of water efficient appliances and water conservation features, such as the use of non-potable (recycled) water for irrigation. Therefore, the Project's contribution to less than significant cumulative demand would not be cumulatively considerable.

Climate Change

Over the long-term, climate change may affect yields both from the SMGB and deliveries from regional sources. Climate change is exacerbating ongoing problems with water resources in California, including drought, seawater intrusion, land subsidence, and water quality degradation. The 2018 SWMP Update takes into account potential vulnerability due to climate change during the planning horizons addressed. With respect to drought, the SWMP cites City actions to broaden its water portfolio to include local groundwater and treated non-conventional water resources such as dry and wet weather runoff, municipal wastewater and brackish groundwater as discussed in Section 5, Future Water Supply Options, of the SWMP Update. By not relying on any one source of water, the City will lower its vulnerability to drought and other natural disasters as it moves to achieve water self-sufficiency by 2023.

The SWMP also states that future changes to groundwater salinity/water quality are expected to essentially be insignificant through 2050. This is primarily because the City's principal water supply wellfields are located inland and remote from the Coast. Overall, salinity intrusion due to

climate change is expected to be gradual, allowing enough time to modify the City's reverse osmosis treatment facilities in response. Therefore, vulnerability to salt water intrusion and water quality degradation is considered to be low as various adaptive engineering measures are available.

4.20.5 Mitigation Measures

DCP Mitigation Measures

There are no applicable mitigation measures regarding water from the adopted MMRP from the DCP EIR.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are necessary.

4.20.6 Level of Significance After Mitigation

Project-generated impacts to water would be less than significant since existing water lines are adequate to serve the Project and the Project would result in a net reduction in water use compared to existing conditions. Cumulative demand on water infrastructure would be less than significant.

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CHAPTER 5
Alternatives

5.1 Introduction

This section of the EIR evaluates alternatives to the Project, and analyzes the comparative environmental impacts associated with each alternative. Under CEQA, and as indicated in California Public Resources Code Section 21002.1(a), the identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process intended to consider ways to mitigate or avoid the significant environmental effects of a project.

Guidance regarding the definition of project alternatives is provided in State *CEQA Guidelines* Section 15126.6(a) as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*

The State *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (Section 15126.6(b)) The State *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed. (Section 15126.6(f)).

In selecting project alternatives for analysis, potential alternatives should be feasible. The State *CEQA Guidelines* Section 15126.6(f)(1) explains that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.*

The State *CEQA Guidelines* require the analysis of a "no project" alternative and, depending on the circumstances, evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. In general, the environmentally superior alternative is the alternative with the least adverse impacts on the environment. If the environmentally superior alternative is the "no project" alternative, the EIR

shall also identify another environmentally superior alternative among the other alternatives. (Section 15126.6(e)(2))

Section 15126.6(d) of the State *CEQA Guidelines* states that alternatives analysis need not be presented in the same level of detail as the assessment of the proposed project. Rather, the EIR is required to provide sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project. If an alternative would cause one or more significant impacts in addition to those of the proposed project, analysis of those impacts is to be discussed, but in less detail than for the proposed project.

5.2 Objectives of the Project

Chapter 2.0, *Project Description*, of this EIR identifies the underlying purpose and objectives of the Project as defined by the Applicant. The underlying purpose of the Project is to redevelop the Hotel Parcel so as to modernize the facility and improve visitor serving uses while preserving the historic resources on the Hotel Parcel as well as to contribute to the City's affordable housing stock through the development of the Second Street Parcel. The objectives of the Project are outlined below:

- Implement the LUCE, DCP and LUP for the Project Site. Abide by and fulfill the LUCE, DCP and Coastal Act vision, goals and policies for the Project Site, including with respect to the Project's size and scale, historic preservation, visitor-serving and housing uses, open space (including publicly-accessible open space), reduction of mid-block driveways on major thoroughfares, pedestrian access and orientation, employment, sustainability and community benefits.
- Improve Visitor Serving Uses. Expand visitor services on the Hotel Parcel by preserving and enhancing hotel uses, expanding restaurant and retail uses to serve more visitors, modernizing banquet and meeting facilities for hotel guests and community organizations, improving and expanding publicly-accessible open space, including removing existing walls that prevent the public from enjoying the Hotel Parcel, enhancing the pedestrian experience, redesigning vehicle access routes to reduce congestion at key City intersections, improve circulation and reduce vehicle miles travelled on adjacent roads, and expanding onsite parking to address current parking deficiencies.
- Iconic Architecture. Enhance the built environment by providing a unique, world-class architectural design.
- Maintain and Enhance the Character of Downtown Santa Monica. Redevelop the Project Site to embrace the pedestrian nature of Downtown Santa Monica and invite the public into the Hotel Parcel by removing walls/barriers that surround the site while also opening up views to the Moreton Bay Fig Tree from Palisades Park, Wilshire Boulevard, Ocean Avenue, and Second Street and providing: publically-accessible open space and food and beverage uses at the corner of Wilshire Boulevard and Ocean Avenue; pedestrian walkways connecting from Wilshire Boulevard, Ocean Avenue and Second Street through the Hotel Parcel; ground level retail uses at Wilshire and Second.
- Create Market Rate and Affordable Housing in a Transit Priority Area Consistent with the DCP Building Height and Floor Area Ratio Density Standards. Provide a combination of deed-restricted affordable rental housing and market-rate ownership housing consistent with

the City's LUCE and DCP policies to assist the City in meeting its fair share of the regional need for additional housing as determined by the Southern California Association of Governments ("SCAG") and as called for in the City's Housing Element, Section 630 of the Santa Monica City Charter (Proposition "R").

- Historic Preservation. Preserve and/or enhance the historic features of the Project Site including its use as a resort hotel, the City-designated landmark Moreton Bay Fig Tree, the City-designated landmark Palisades Building, and City-designated landmark parcel's unique single-block configuration consistent with the LUCE, DCP and Historic Preservation Element's various historic preservation policies. This includes rehabilitation of the Palisades Building, refurbishment of the associated landscaping, opening up public views to the Palisades Building and the Moreton Bay Fig Tree, reconnecting the Project Site to Palisades Park, and prolonging the health and lifespan of the historic Moreton Bay Fig Tree by eliminating vehicular traffic around the tree.
- Environmental Sustainability. Preserve and enhance the Project Site's existing historic features while also establishing new energy and water-efficient facilities with a minimum goal to achieve LEED v3 Gold certification and commercially reasonable pursuit of LEED v3 Platinum certification and also satisfy the City's policy objectives of reducing water and power consumption.
- Employment. Preserve and expand employment opportunities at the Miramar through the continued operation of the Hotel Parcel as a full-service, union hotel with augmented supportive retail and restaurant enterprises and personal services.
- Economic and Fiscal Benefits. Contribute to the economic health and well-being of Santa Monica by substantially increasing City tax revenues generated by the Miramar Hotel and visitor operations and enhance property taxes from new market rate housing units on the Hotel Parcel, and by generating new visitor and resident spending at local businesses including dining, shopping and entertainment venues.
- Community Benefits. Provide substantial community benefits as envisioned in the LUCE and DCP, including historic preservation, affordable housing and open space as targeted community benefits for the Project Site.
- Economic Viability. Ensure that the terms and conditions of the Miramar project approvals – including with respect to the preservation of the Miramar's existing historic features, provision of the 100% affordable housing component on the Second Street Parcel, provision of publicly-accessible open space and the provision of additional community benefits – are economically feasible through the redevelopment of the Existing Hotel and the additional residential component.

5.3 Alternatives Selected for Analysis

As described above, according to CEQA Guidelines Section 15126.6 (a) the purpose of analyzing project alternatives is to identify alternatives that "*…would avoid or substantially lessen any of the significant effects of the project."* According to Section 15126.6(e) an EIR alternatives analysis should include the analysis of a No Project Alternative to allow decision makers to compare the impacts of approving a proposed project with the impacts and foreseeable future of not approving that project.

As indicated in Chapter 4.0, *Environmental Analyses*, of this EIR, Project impacts would be less than significant or less than significant with mitigation incorporated for the majority of the environmental topics evaluated. The Project would however have significant unavoidable impacts associated with construction vibration/construction effects (for Second Street Parcel only), transportation impacts on intersections and street segments, and neighborhood effects associated with the significant intersection and street segment impacts. The alternatives evaluated in this chapter have been formulated to reduce the magnitude of the Project's environmental impacts, to consider suggested alternatives provided by the public in the scoping process, and to inform the decision-making process. The six alternatives analyzed include:

- Alternative 1 – No Project/No Build Alternative
- Alternative 2 – Ocean Avenue Transition Tier 2 Development Alternative
- Alternative 3 – Hotel Only on Hotel Parcel (No Condominiums) Alternative
- Alternative 4 – Reduced Height and Density Alternative
- Alternative 5 – Alternate Massing Alternative
- Alternative 6 – Modified Access Alternative

Alternative 1, No Project/No Build, is required pursuant to Section 15126.6(e) of the CEQA Guidelines, and represents a scenario where the Project is not implemented and there are no changes in the physical conditions on the Project Site. Alternative 2, Ocean Avenue Transition Tier II, includes the amount of development as permitted by the Ocean Transition (OT) development standards established in the DCP. Alternative 3, Hotel Only on Hotel Parcel (No Condominiums), provides for redevelopment of the hotel with no residential units on the Hotel Parcel. Alternative 4, Reduced Height Alternative, provides for a maximum height of 84 feet, which represents the previous height limit in the downtown, and an overall reduction in development. Alternative 5, Alternate Massing, would locate development along Wilshire Boulevard and in the central portion of the Hotel Parcel. Alternative 6, Modified Access, would provide the hotel and employee vehicular access on 2nd Street and ~~employee and~~ residential vehicular access on Ocean Avenue, with no vehicular access on California Avenue. **Table 5-1**, *Comparison of Development Characteristics of the Project and the Alternatives*, provides a summary of the key development characteristics for each of the six alternatives (i.e., FAR, height, number of hotel rooms, number of dwelling units, amount of open space). Each alternative is described in more detail below.

TABLE 5-1
COMPARISON OF DEVELOPMENT CHARACTERISTICS OF THE PROJECT AND THE ALTERNATIVES

	Project	Alternative 1: No Project/No Build	Alternative 2: OT Tier II	Alternative 3: Hotel Only on Hotel Parcel (No Condominiums)	Alternative 4: Reduced Height and Density	Alternative 5: Alternate Massing	Alternative 6: Modified Access
Hotel Parcel							
FAR	2.6	1.4	2.25	1.6	2.0	2.6	2.6
Total Square Footage	502,157 sf	262,284 sf	432,157 sf	307,620 sf	384,000 sf	502,157 sf	502,157 sf
Maximum Height	130 ft	105 ft (135 ft elevator tower)	50 ft	84 ft	84 ft	130 ft	130 ft
No. of Hotel Rooms	312 rooms	301 rooms	261 rooms	312 rooms	226 rooms	312 rooms	312 rooms
Square Footage	262,580 sf	--	219,580 sf	262,580 sf	190,197 sf	262,580 sf	262,580 sf
No. of Residential Units	60 units (mix of 2-, 3-, 4-bdrm & up to 2 5+ bdrm)	0 units	50 units (all 3-bdrm)	0 units	45 units (all 3-bdrm)	60 units (all 3-bdrm)	60 units (all 3-bdrm)
Square Footage	194,537 sf	0 sf	167,537 sf	0 sf	148,763 sf	194,537 sf	194,537 sf
Other Uses							
Food & Beverage (Indoor & Outdoor)	19,708 sf	13,599 sf	19,708 sf	19,708 sf	19,708 sf	19,708 sf	19,708 sf
Meeting Space	13,000 sf	18,040 sf	13,000 sf	13,000 sf	13,000 sf	13,000 sf	13,000 sf
Retail Floor Area	6,600 sf	1,235 sf	6,600 sf	6,600 sf	6,600 sf	6,600 sf	6,600 sf
Spa & Fitness Floor Area	12,500 sf	5,569 sf	12,500 sf	12,500 sf	12,500 sf	12,500 sf	12,500 sf
Open Space	52%	35%	33%	52%	52%	48%	52%
Designated Publicly Accessible Open Space	14,000 sf	0 sf	0 sf	14,000 sf	14,000 sf	5,000 sf	14,000 sf
Driveway Access	Hotel Entry – 2nd St; Residential – Ocean Ave; Employee – California Ave	Wilshire Blvd and Ocean Ave	Hotel Entry – 2nd St; Residential – Ocean Ave; Employee – California Ave	Hotel Entry – 2nd St; Employee – California Ave	Hotel Entry – 2nd St; Residential – Ocean Ave; Employee – California Ave	Hotel Entry – 2nd St; Residential – Ocean Ave; Employee – California Ave	Hotel Entry – 2nd St; Residential – Ocean Ave; Employee – 2nd St
Vehicle Parking	428 (below grade)	103 (surface)	357 (below grade)	294 (below grade)	314 (below grade)	428 (below grade)	428 (below grade)
Excavation	175,000 cy	0 cy	146,000 cy	120,000 cy	128,500 cy	175,000 cy	175,000 cy

	Project	Alternative 1: No Project/No Build	Alternative 2: OT Tier II	Alternative 3: Hotel Only on Hotel Parcel (No Condominiums)	Alternative 4: Reduced Height and Density	Alternative 5: Alternate Massing	Alternative 6: Modified Access
Second Street Parcel							
No. of Residential Units	Max of 48 affordable units (17 1-bdrm, 16 2-bdrm & 15 3-bdrm)	0 units	19 units (all 3-bdrm includes 14 affordable)	12 units (all 3-bdrm includes 3 affordable)	19 units (all 3-bdrm includes 13 affordable)	48 affordable units (17 1-bdrm; 16 2-bdrm; 15 3-bdrm)	48 affordable units (17 1-bdrm; 16 2-bdrm; 15 3-bdrm)
FAR	2.75	0	2.25	2.25	2.25	2.75	2.75
Square Footage	41,250 sf	0 sf	33,750 sf	33,750 sf	33,750 sf	41,250 sf	41,250 sf
Maximum Height	60 ft	0 ft	50 ft	50 ft	50 ft	60 ft	60 ft
Driveway Access	2nd Court	2nd Street	2nd Court	2nd Court	2nd Court	2nd Court	2nd Court
Vehicle Parking	48 (below grade)	64 (surface)	24 (below grade)	21 (below grade)	25 (below grade)	48 (below grade)	48 (below grade)
Excavation	12,525 cy	0 cy	6,250 cy	5,475 cy	6,500 cy	12,525 cy	12,525 cy

5.4 Alternatives Considered and Rejected

As discussed above, the State *CEQA Guidelines* Section 15126.6(c) recommends that an EIR identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the State *CEQA Guidelines*, the following factors may be used to eliminate alternatives from detailed consideration: the alternative's failure to meet most of the basic Project Objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives that have been considered and rejected for further analysis are discussed below.

5.4.1 Development at an Alternative Site

State *CEQA Guidelines* Section 15126.6(f)(2) provides guidance regarding consideration of one or more alternative location(s) for a proposed project, stating that putting the project in another location should be considered if doing so would allow significant effects of the project to be avoided or substantially lessened. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. If no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion.

The Project Site has a long and storied history beginning in 1888, with the development of a mansion and the planting of the Moreton Bay Fig Tree in 1898. In 1924 the use of the Project Site began as an apartment hotel, which evolved over the years into a well-known hotel destination. The Project would redevelop an existing hotel located within the City's Downtown and would preserve two on-site historic resources.

The development of the Miramar hotel at an alternative site would not result in the renovation and modernization of a well-known destination hotel. Locating the Project at an alternative site would not preserve the historic use of a hotel at this prominent location in the Downtown. Development of the Project at an alternative site would be inconsistent with the underlying purpose of the Project, which is to redevelop the Hotel Parcel so as to modernize the facility and improve visitor serving uses while preserving the historic resources on the Hotel Parcel as well as to contribute to the City's affordable housing stock through the development of the Second Street Parcel. In addition, development at an alternative site would leave the Project Site in its current design and would not result in the removal of the perimeter wall and the opening up both visually and physically the views and access to the historic resources on the Project Site. In addition, development at an alternative site would also mean that the publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue and the reconnection with Palisades Park would not occur. Given the scale of the Project, there are limited properties of a similar size within the City and more specifically within the Downtown that would be feasible for the Applicant to develop. Assuming an alternative site were located outside of the Downtown, the development would not advance the numerous goals and policies of the DCP and LUCE regarding the redevelopment of a large Downtown site and the opportunities for public community benefits.

Furthermore, while the development of the Project at an alternative site in the City could potentially avoid the significant unavoidable transportation impacts, it would likely not avoid or

substantially lessen most of the other impacts of the Project, especially those driven by the type and amount of development (e.g., air quality, noise, public services, and utilities). Therefore, the development of the Project at an alternative site would be infeasible.

5.4.2 Adaptive Re-Use of the Ocean Building

The adaptive re-use of the Ocean Building was considered. In this alternative, all other characteristics of the Project Site would remain as they currently exist and the Ocean Building would be renovated to modernize the facility. The Second Street Parcel would not be redeveloped and would remain as a surface parking lot for hotel parking use.

Currently, the Ocean Building contains 176 hotel guestrooms that are each approximately 245 square feet. In order to create the larger, luxury guestroom size to meet Project Objectives (approximately 500 to 600 square feet) as well as creating some larger suites, two to three rooms would be combined. This combination of rooms would result in a reduction of the total number of hotel guestrooms from the current 301 rooms to about 200 to 213 rooms, depending on the room configuration combinations. Therefore, the Adaptive Re-Use of the Ocean Building would reduce the hotel guestrooms by about 88 to 101 rooms. In addition, even with the reconfigured, larger rooms, the re-use would not result in achieving the current luxury standard for hotels given the height of the existing Ocean Tower ceilings. Moreover, the public areas of the hotel (e.g. spa, food and beverage outlets, amenities and meeting space) would not meet the current luxury hotel standards given the constraints of the existing buildings and the existing site plan.

The Adaptive Re-Use of the Ocean Building would not result in the removal of the perimeter walls, the removal of the paving around the Moreton Bay Fig Tree or the rehabilitation of the Palisades Building. This scenario would also not result in the development of ground floor commercial space along Wilshire Boulevard or the provision of public open space at the intersection of Wilshire Boulevard and Ocean Avenue. In addition, a substantial reduction in guestrooms would result, which would not be consistent with the Coastal Program Land Use Plan (LUP).

While the Adaptive Re-Use of the Ocean Building would result in some upgrades at the facility, the reduction in rooms would result in a decrease in the total hotel revenue. Adaptive re-use would also result in a substantial reduction in the annual transient occupancy tax for the City. In terms of operation, it would not be economically feasible to close the Ocean Building for an extended period of time and to incur the costs to reconfigure the existing rooms resulting in lower total guestroom revenues once renovated. Therefore, this alternative is not carried forward for further analysis.

5.4.3 All Housing Project at 2.75 FAR and 50 Foot Height

An Ocean Avenue Transition All Housing Project zoning alternative was considered in light of the DCP strongly encouraging housing projects and providing a FAR bonus for housing projects. In this alternative and consistent with the definition of a housing project (including all residential above the ground floor), several residential buildings would be developed on the Hotel Parcel. The Palisades Building would be rehabilitated and renovated for residential use. In addition, the

Moreton Bay Fig Tree would be preserved and integrated as a primary feature of the Project Site. Building heights would be a maximum of 50 feet. The development on the Hotel Parcel would be approximately 528,173 square feet resulting in a 2.75 FAR. Using the Project assumptions for the number of units and square footage per unit, this alternative could result in approximately 170 residential units.[1] With residential development on the Hotel Parcel, it is likely that several driveways would be provided around the Hotel Parcel. This scenario would not require community benefits since a Development Agreement would not be required. In addition, the Second Street Parcel would be redeveloped with housing. Affordable units would be included in compliance with the DCP requirements.

While this alternative would increase the housing stock, it would result in the loss of the Project Site's long-standing historical use as a visitor and tourist serving destination. In addition, this alternative would not provide ground floor commercial space along the Wilshire Boulevard street frontage between 2nd Street and Ocean Avenue, thereby contributing to the pedestrian-friendly environment, activating the street, and connecting to the Third Street Promenade and Palisades Park. In addition, absent a Development Agreement, community benefits would not be provided. Therefore, publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue would not be provided. In addition, this alternative would eliminate a visitor serving use and 301 guestrooms in the coastal zone. The loss of accommodations and visitor serving uses on the Hotel Parcel would be in conflict with Policy 201 of the Land Use Plan of the Local Coastal Program, which identifies the priority uses along the east side of Ocean Avenue between Colorado Avenue and California Avenue to include "overnight visitor accommodations and related support facilities such as shops, restaurants and cultural uses that serve visitors and the local community alike…." For these reasons, this alternative was considered and rejected.

5.5 Analysis Format

In accordance with State CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Furthermore, each alternative is evaluated to determine whether the Project objectives would be substantially attained by the alternative. The evaluation of each of the alternatives includes the following components:

- A description of the alternative.
- An assessment of the impacts of the alternative for each environmental issue area evaluated in the EIR.
- An analysis of how the impacts of the alternative for each environmental issue area compares to the impacts of the Project. Where the impact of the alternative would be clearly less than the impact of the Project, the comparative impact is said to be "less." Where the alternative's net impact would clearly be more than the Project, the comparative impact is said to be

[1] Under the Project approximately 188,000 sf of floor area would be associated with the residential development on the Hotel Parcel, including the 60 units, circulation/support space and amenity space. Using this same ratio, the all housing Project could result in approximately 170 units (188,000/60 = 3,133/unit; 528,173/3,133 = 168.58 units).

"greater." Where the impacts of the alternative and Project would be roughly equivalent, the comparative impact is said to be "similar.".

- The comparative analysis of the impacts is followed by a general discussion of the extent to which the Project Objectives could be attained by the alternative.

At the end of this chapter, a table presenting a comparison of impacts between each of the alternatives and the Project is provided, and pursuant to CEQA Guidelines Section 15126.6(e)(2), an "Environmentally Superior Alternative" is identified.

5.6 Impact Analysis of the Alternatives

5.6.1 Alternative 1 – No Project/No Build Alternative

5.6.1.1 Description of the Alternative

Per CEQA Guidelines Section 15126.6(e)(2), the No Project/No Build Alternative analysis discusses the existing conditions at the time the Recirculated Notice of Preparation (NOP) was published and what would reasonably be expected to occur if the Project were not approved. Under the No Project/No Build Alternative, the Project would not be developed. Rather, the existing on-site uses (e.g., hotel, food and beverage space, meeting space, retail floor area, spa and fitness, and surface parking) would remain unchanged. There would be no change in the number of rooms or in the size of the ancillary uses, such as meeting space and retail floor area. No modernization of the facility would occur. The Palisades Building would remain although no rehabilitation of the structure would occur. The Moreton Bay Fig Tree would also remain and would be maintained in accordance with the current tree preservation program. Vehicular access to the hotel would remain on Wilshire Boulevard with the circular driveway that currently covers the tree's root system. Open space would remain at approximately 35% of the site and would be internal to the site as the perimeter walls around the Hotel Parcel would remain. In addition, the surface parking on the Second Street Parcel, which is used for hotel valet parking would also remain. Redevelopment of the Hotel Parcel and the Second Street Parcel would not occur. Figure 2-2 in Chapter 2, *Project Description*, shows the existing uses at the Project Site and the boundaries of the Project Site (including the boundaries of each parcel).

5.6.1.2 Environmental Impacts

Aesthetics

The following aesthetics analysis regarding shading, views, scenic resources, and light and glare is provided for informational purposes only, since impacts are less than significant for projects within a Transit Priority Area, pursuant to PRC Section 21099(d)(1). See Section 4.1, *Aesthetics*, of this EIR for further discussion of PRC Sections 21099(d)(1) and (d)(2)(A).

Under Alternative 1, the existing hotel buildings, with a mix of building heights ranging from one to ten stories, with a maximum of 105 feet in height and a FAR of 1.4, would remain on the Hotel Parcel as would the surface parking with driveway access on Wilshire Boulevard. The perimeter wall, which cuts off visual access of the Project Site, would remain resulting in limited views

from off-site locations of the Moreton Bay Fig Tree. The Second Street Parcel would remain as a surface parking lot. The street trees would remain and changes being implemented by the City in accordance with the UFMP would continue.

The Project Site would continue to reflect its current condition as a hotel and no changes in the site plan or the architecture of the buildings would occur. The removal of the perimeter walls and the visual opening up of the Project Site would not occur under Alternative 1. As such, Alternative 1would have no impacts on aesthetics.

At the same time, Alternative 1 would not require a Development Agreement that would allow the increase in height to 130 feet on the Hotel Parcel and no community benefits would be provided, such as the provision of publicly accessible open space at the intersection of Wilshire Boulevard and 2nd Street. As such, Alternative 1 would not result in any inconsistencies with the existing zoning or other regulations that govern visual character. However, Alternative 1 would not implement the DCP goals and policies related to pedestrian character, would not contribute to the lively streetscape, would not provide places for people to socialize, and would not remove at-grade parking on both parcels. In addition, Alternative 1 would not provide public art or landscaping and open space to create a visual connection to Palisades Park. However, because Alternative 1 would have no impacts on the environment, its impacts would be less than those of the Project, which would alter the aesthetics of the Project, albeit for the better.

Air Quality

Construction Emissions

Under Alternative 1, the existing on-site uses would be retained. No construction activity, and thus no associated construction-related regional or localized emissions would occur. Since Alternative 1 would have no impacts, impacts would be less than the Project.

Operational Emissions

Under Alternative 1, since the existing on-site uses would be retained, there would be no net increase in operational activity or vehicle trips, and thus no associated net increase in operational air emissions would occur. Because Alternative 1 would have no impacts due to increased operational air emissions, impacts would be less than the Project.

Biological Resources

Under Alternative 1, the existing landscaping on the Project Site and the existing street trees would remain. Since no removal of landscaping would occur, potential impacts to nesting birds during construction would not result. Furthermore, with no construction under Alternative 1, no impacts to the Moreton Bay Fig Tree due to construction would occur, compared to the less than significant impacts under the Project with implementation of a Tree Protection Plan. Although the Project would result in less than significant construction impacts with mitigation for nesting birds, and less than significant impacts on the Moreton Bay Fig Tree with implementation of a Tree Protection Program, under Alternative 1 there would be no impacts to nesting birds or to the Moreton Bay Fig Tree, and therefore, construction impacts would be less than the Project.

While the Moreton Bay Fig Tree would be preserved and ongoing maintenance of the tree would occur under Alternative 1, the existing circular driveway pavement under the tree would not be removed and a raised deck platform would not be constructed around the tree. Alternative 1 would not result in the planting of additional street trees along Wilshire Boulevard with the closure of the driveways. However, because Alternative 1 would have no impacts to biological resources, impacts would be less than the Project.

Construction Effects

Under Alternative 1, no new uses would be developed at the Project Site and the existing uses on the Project Site would remain. No construction activities would occur and there would be no associated impacts. Compared to the Project, Alternative 1 would have no construction-related impacts associated with aesthetics, air emissions, noise/vibration, or vehicle trips. In addition, the Project's significant unavoidable vibration impacts after implementation of mitigation measures would not occur. Since Alternative 1 would have no construction impacts, impacts would be less than the Project.

Historical Resources

Under Alternative 1, no redevelopment of the Project Site would occur and there would be no rehabilitation of the historic Palisades Building or removal of the concrete driveway pavement around the Moreton Bay Fig Tree. Alternative 1 would avoid the Project's less than significant impacts on the Palisades Building and the Moreton Bay Fig Tree with implementation of a Preservation Plan, and the potentially significant unavoidable indirect impact to an off-site historical resource located at 1137 2nd Street due to construction vibration. As Alternative 1 would have no impacts to historic resources, impacts would be less than under the Project.

Archaeological Resources

Under Alternative 1, no new development or associated excavation, grading, or groundbreaking activities would occur. Therefore, there would be no potential to encounter archaeological resources or human remains at the Project Site. Since Alternative 1 would have no impacts, impacts would be less than the Project's mitigated less than significant impacts that would occur under the Project.

Energy

Under Alternative 1, the Project would not be developed and the existing hotel and associated amenities, including the associated surface parking on the Second Street Parcel, would remain as they currently exist on the Project Site. No construction activities would occur and there would be no increase in building square footage or operational activities. There would be no increase in energy consumption from construction activities or new land uses, and no energy impacts would occur.

With regard to operation, the Project would incorporate more efficient energy features into the new and renovated buildings, which would not occur under Alternative 1. Even with the Project's increase in operational activities, the Project would be more energy efficient than the existing site uses (Alternative 1) and would consume less electricity. However, under the Project, net natural

gas and transportation energy (diesel and gasoline fuels) consumption would increase compared with existing conditions under Alternative 1. Because increases in natural gas and transportation fuel related use would be avoided under Alternative 1, impacts would be less than the Project.

Geology and Soils

Under Alternative 1, the existing on-site uses would be retained and no development would occur. No impacts related to fault rupture, strong seismic ground shaking, seismic-related ground failure (including liquefaction), landslides and slope stability, lateral spreading, subsidence, differential settlement (including collapse), expansive soils, or erosion would occur since there would be no demolition, grading, or construction. Alternative 1 would not cause or exacerbate existing geologic/soil conditions that could pose a threat to public safety. In contrast to the Project, Alternative 1 would not replace the older existing on-site buildings with modern buildings constructed to the latest building code and seismic safety standards that would occur under the Project. The Project would appropriately address all on-site geology and soils conditions in its building design and construction procedures through the site-specific recommendations in a *Design-Level Geotechnical Report* and regulatory compliance and would therefore would have less than significant impacts regarding geological and soils conditions. However, since Alternative 1 would have no impacts, impacts would be less than the Project.

There are no unique geologic features at the Project Site. Under Alternative 1, no new development, and associated excavation, grading, or groundbreaking activities would occur. Therefore, there would be no potential to encounter paleontological resources at the Project Site. The Project would have potential impacts on paleontological resources and would implement DCP MM CR-4a and DCP MM CR-4b, which would reduce impacts to a less than significant level. Since Alternative 1 would have no impacts, impacts would be less than the Project.

Greenhouse Gas Emissions

Under Alternative 1, the existing on-site uses would be retained and no development would occur. There would be no new greenhouse gas emissions (GHGs) from construction activities or the operation of new land uses. However, the Project's sustainability features that would reduce GHG emissions would not occur such as energy-efficient and water saving features. Furthermore, Alternative 1 would not promote the State and local plans to reduce GHG emissions by encouraging infill development within proximity to transit and multiple other destinations including job centers and retail uses. Nonetheless, there would be no potential to be inconsistent with applicable GHG emission reduction plans (e.g., LUCE, Sustainable City Plan, SCAG 2016 RTP/SCS, Climate Action and Adaptation Plan, AB 32, AB 375, etc.). No impacts associated with GHG emissions would occur. Since Alternative 1 would have no impacts, its impacts would be less than the Project's less than significant impacts.

Hazards and Hazardous Materials

Under Alternative 1, the existing on-site uses would be retained and no development would occur. Therefore, there would be no demolition or excavation activities that could potentially release hazardous materials (e.g., ACMs, LBP, etc.) to the environment and no increase in the transport/use/storage/disposal of hazardous materials that could potentially result in upset and

accident conditions. No impacts would occur. Since Alternative 1 would have no impact in regard to hazards and hazardous materials, its impacts would be less than the Project's less than significant impacts.

Hydrology and Water Quality

The Project Site is not bisected by a stream or river, and neither Alternative 1 nor the Project would modify the course of a stream or river. Therefore, neither the Project or Alternative 1 would result in flooding associated with the alteration of the course of a stream or river or conflict with or obstruct implementation of a water quality control plan. Alternative 1 would result in no physical changes while the Project would comply with all applicable water quality and groundwater management plans (e.g., Basin Plan) and waste discharge requirements (e.g., City of Santa Monica Runoff Conservation and Sustainable Management Ordinance).

Under Alternative 1, the Project Site would remain in its existing condition. No change in hydrology and water quality conditions at the Project Site (e.g., pervious vs. impervious surfaces, drainage patterns, the rate and amount of surface runoff, the water quality of the surface runoff, the rate of erosion and siltation, etc.) would occur. Therefore, no hydrology and water quality impacts would occur. However, implementation of BMPs to retain and improve the quality of stormwater runoff under the Project would not occur. Nonetheless, Alternative 1 would have no impacts, and impacts would be less than the Project's less than significant impacts after mitigation.

Land Use and Planning

Alternative 1 would not be inconsistent with land use plans adopted for the purpose of avoiding or mitigating environmental effects. At the same time, Alternative 1 would not provide certain land use benefits that would occur under the Project. Alternative 1 would not result in the redevelopment of a designated Established Large Site (ELS) in the DCP. In addition, affordable housing would not be provided on the Second Street Parcel. Alternative 1 would not provide increased hotel rooms and housing in proximity to mass transit within the City or contribute to a development pattern that supports reduced vehicle miles traveled per capita, both called for by the LUCE and 2016 SCAG RTP/SCS. Alternative 1 would not contribute to the pedestrian experience in the Downtown or provide publicly accessible open space. Additionally, Alternative 1 would not realize the goals of the Coastal Act to improve the visitor-serving experience for coastal visitors, and increase visitor-serving uses. Since Alternative 1 would not advance the DCPLUCE, and LUP policies, land use and planning impacts would be greater than under the Project.

Neighborhood Effects

Alternative 1 would not include additional development or associated construction and operational activities at the Project Site, and would not cause neighborhood effects. By comparison, the Project would result in a net increase of 239,873 square feet of floor area at the Project Site, and associated construction and operational activities that would result in less than significant, less than significant after mitigation, and significant unavoidable neighborhood

effects (traffic) within the Downtown. Because Alternative 1 would have no impact associated with neighborhood effects, impacts would be less than the Project.

Noise and Vibration

Construction

Under Alternative 1, since the existing on-site uses would be retained and the Project Site would not be redeveloped, no construction activities would occur, and no construction noise/vibration would be generated. This compares to the Project which has the potential for significant unavoidable construction vibration impacts after implementation of mitigation measures. Since Alternative 1 would have no impacts, construction noise and vibration impacts would be less than the Project.

Operation

Under Alternative 1, no new uses would be developed at the Project Site and the Project's less than significant operational noise and vibration impacts associated with new vehicle trips, outdoor activity noise, and stationary noise and vibration sources would not occur. Noise/vibration levels at the Project Site would remain consistent with existing noise/vibration levels. Since Alternative 1 would have no impacts, impacts would be less than the Project.

Police Protection

Under Alternative 1, the existing on-site uses would be retained, and compared to the Project, the less than significant impacts associated with additional demand for police services and effects on emergency response times due to construction and increases in vehicle trips would not occur. Therefore, construction of new or physically altered police protection facilities would not be required. Since Alternative 1 would have no impacts, impacts would be less than the less than the Project.

Fire Protection

Under Alternative 1, existing on-site uses would be retained, and compared to the Project, there would be no less than significant impacts due to increased demand for fire services or effects on emergency response times associated with construction and increases in vehicle trips. Therefore, construction of new or physically altered fire protection facilities would not be required. Since Alternative 1 would have no impacts, impacts would be less than the Project.

Transportation

Under Alternative 1, the existing on-site uses would be retained and no new development or changes to Project Site access would occur. No new trips would be added to the roadway network, and there would be no increase in demand or use of public transit facilities or local pedestrian and bicycle facilities. In addition, Alternative 1 would have no hazards due to design features and emergency access impacts. Alternative 1 would avoid the significant unavoidable impacts at three intersections and five street segments that would occur under the Project. Therefore, impacts would be less under Alternative 1 than the Project.

Tribal Cultural Resources

No tribal cultural resources, as defined in PRC Section 21074, were identified as located on the Project Site during the tribal consultations required by AB 52. Therefore, the Project and Alternative 1 would not cause a substantial adverse change in the significance of tribal cultural resources, and no impact would occur under either scenario.

Water Supply

Under Alternative 1, existing on-site uses would be retained and no new development would occur. There would be no change in the demand for water or in the use of local water conveyance infrastructure. However, under the Project water demand would decrease notably compared to existing conditions as a result of incorporating modern water-efficient fixtures and appliances and using stormwater or recycled water for landscaping. Therefore, while Alternative 1 would not increase water demand or impact water supplies, the reduction in water demand under the Project would not occur. Therefore, impacts under Alternative 1 would be greater compared with the Project.

Wastewater

Under Alternative 1, with no new development, there would be no increase in wastewater generation and the demand for wastewater conveyance and treatment infrastructure capacity. Alternative 1 would not require the construction of or relocation of new or expanded wastewater infrastructure, the construction or relocation of which could cause significant environmental effects, nor would it result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the Project. However, the Project would result in a net decrease in wastewater flow requiring conveyance and treatment compared to existing conditions as a result of the reduction in water demand from water-efficient fixtures and appliances. Therefore, while Alternative 1 would have no impacts, the reduction in wastewater and associated beneficial effects on conveyance and treatment infrastructure under the Project would not occur. Therefore, impacts under Alternative 1 would be greater compared with the Project.

5.6.1.3 Relationship of the Alternative to the Project Objectives

Alternative 1 would retain the existing on-site uses, and no redevelopment of the Hotel Parcel and Second Street Parcel would occur. The Project Site would remain in its current condition (e.g., hotel and associated amenities and surface parking). This alternative would not meet most of the Project objectives and would not meet the underlying purpose of the Project since Alternative 1 would not modernize the aging hotel or improve visitor serving uses. In addition, Alternative 1 would not contribute to the City's affordable housing stock. Alternative 1 would partially meet Objective 6 as the alternative would preserve historic resources on the Project Site, although benefits associated with rehabilitation of the Palisades Building and removal of pavement under the Moreton Bay Fig Tree would not occur. Alternative 1 would not implement the DCP (Objective 1) since it would not result in the redevelopment of a property designated as an ELS with the potential to accommodate significant new development and provide significant community benefits. Alternative 1 would not provide publicly accessible open space or public art at the intersection of Wilshire Boulevard and Ocean Avenue. Alternative 1 would not improve

visitor service uses as there would be no expansion of hotel rooms or retail/restaurant uses, and there would be no increase in public open space or expanded parking on the Hotel Parcel (Objective 2). Since no new buildings or improvements to existing buildings would occur under Alternative 1, the creation of iconic architecture on the site would not occur (Objective 3). Furthermore, the Project would not enhance the Downtown District or contribute to the pedestrian experience through the removal of the perimeter walls around the Hotel Parcel, the provision of walkways through the parcel, and the provision of ground floor commercial and public open space along Wilshire Boulevard and at the intersection of Wilshire Boulevard and 2nd Street (Objective 4). Furthermore, Alternative 1 would not provide new housing opportunities within proximity to transit and services to meet the regional housing need (Objective 5) nor would it incorporate new sustainability features to reduce the water and energy demand of the existing hotel (Objective 7). Alternative 1 also would not increase employment (Objective 8) through the renovation of the facility and the provision of new commercial floor area. With the existing hotel facilities remaining as they are, Alternative 1 would not be modernized or appropriately sized to meet the current standards of the luxury hospitality market, and there would not be a substantial increase in City transient occupancy tax revenues and no enhanced property taxes from new market rate housing (Objective 9). Furthermore, over the long-term, the economic viability of the hotel would be difficult due to the existing hotel's inability to be competitive in the luxury hotel market (Objective 11). Lastly, Alternative 1 would not meet the underlying purpose of the Project and would be less effective than the Project in meeting the Project objectives.

5.6.2 Alternative 2 – Ocean Avenue Transition Tier II Development Alternative

5.6.2.1 Description of the Alternative

Under Alternative 2, the Ocean Avenue Transition Tier II Development Alternative, the Hotel Parcel would be developed in accordance with the Ocean Transition (OT) standards, with a FAR of 2.25 and a maximum height of 50 feet, resulting in approximately 432,157 square feet of floor area or approximately 70,000 square feet less than the Project. On the Hotel Parcel, Alternative 2 would result in 261~~216~~ hotel rooms (approximately 219,580 sf) compared with 312 hotel rooms under the Project and 50 residential units compared with 60 residential units under the Project. The meeting space, food and beverage indoor and outdoor dining space, retail space, and spa and fitness space would be the same as the Project. As with the Project, parking would be provided in a subterranean garage with 357 spaces, 71 spaces less than the 428 spaces provided under the Project. Approximately 146,00 cy of excavation would be necessary, about 29,000 cy less than under the Project. Per Section 9.10.050 of the DCP, a Development Agreement would also be required and community benefits would be provided under this alternative.

As with the Project, the Palisades Building and Moreton Bay Fig Tree, which are designated City Landmarks on the Hotel Parcel, would remain and all of the other buildings and improvements would be demolished. Under Alternative 2, two new buildings would be constructed. Because this alternative is conceptual for the purposes of the EIR, the exact layout and structural configuration of the proposed development is not determined. However, it is envisioned that one building would create a courtyard around the Moreton Bay Fig Tree, with frontage on 2nd Street, Wilshire

Boulevard, and Ocean Avenue. The building would extend from Wilshire Boulevard to the Palisades Building and a wing would connect the two sides of the building in the central portion of the Hotel Parcel to the north of the Fig tree. The building height would range from 30 to 50 feet. The building would be 50 feet in height along 2nd Street and Wilshire Boulevard and would step down to 40 feet along Ocean Avenue. The second building would be L-shaped and would be sited in the northwest corner of the Hotel Parcel with frontage on Ocean Avenue and California Avenue. The building would be 50 feet in height along California Avenue and 40 feet in height along Ocean Avenue. This building would connect with the first building on the Ocean Avenue frontage. As with the Project, ground floor commercial uses would be located along Wilshire Boulevard, and would serve to activate the street frontage.

As with the Project, the driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. Similar to the Project, the driveway pavement surrounding the Moreton Bay Fig Tree would be removed, and a raised deck platform would be constructed around the tree. Vehicular access to the subterranean garage for residents ~~and employees leading to the subterranean garage~~ would be provided on Ocean Avenue and for employees it would be provided on California Avenue. Approximately 33% of the Hotel Parcel would be open space and would be concentrated internal to the Project Site for use by hotel guests and residents. Alternative 2 would not result in the provision of publicly accessible open space as the buildings would be located along all four of the street frontages of the Hotel Parcel. In addition, with buildings of 40 and 50 feet along the street frontages views into the Hotel Parcel would not be provided.

Alternative 2 would include the same sustainability components as the Project with water-efficient fixtures and appliances as required under current regulations, and use of stormwater or recycled water for landscaping on the Hotel Parcel.

Under Alternative 2, the Second Street Parcel would be redeveloped with a total of 19 residential units compared with 48 residential units under the Project. ~~Thirteen~~ Fourteen of the 19 units would be affordable to meet the 25% requirement of affordable units for the 50 condominiums that would be developed on the Hotel Parcel. However, in accordance with the Wilshire Transition (WT) District standards, the building on the Second Street Parcel would be 50 feet in height with a FAR of 2.25 or 33,750 sf, thereby providing sufficient floor area for five market rate units, which result in the need for one additional affordable unit thereby resulting in the total of 19 three-bedroom dwelling units.[2] The 24 required parking spaces would be provided in a subterranean garage with access from 2nd Court. Approximately 6,250 cy of excavation would be necessary, which would be about 6,275 cy less than under the Project.

[2] Fourteen units would be affordable (13 for the 50 condominiums on the Hotel Parcel + 1 for the 5 units on the Second Street Parcel) and five would be market rate. All units would be 3-bedroom for a total of 57 bedrooms. The affordable units would have a minimum size of 1,080 sf in accordance with the City's Affordable Housing Production Program (AHHP).

5.6.2.2 Environmental Impacts

Aesthetics

Because Alternative 2 meets applicable criteria under PRC Section 21099(d)(1) as a transit oriented infill project, the analyses of impacts to scenic vistas, scenic resources, light and glare and shading are provided for informational purposes only.

Would the project have a substantial adverse effect on a scenic vista?

As discussed in Section 4.1, Aesthetics, panoramic view resources in the area include (1) views of the Santa Monica Bay and Pacific Ocean, (2) views of the Santa Monica Beach and Pier, (3) views of the Santa Monica mountains as viewed from public locations. Views of the ocean and beaches exist from the western portion of the City, along the Pacific Coast Highway and Ocean Avenue, at the Santa Monica Pier, along Palisades Park, and along the walkways provided at the beaches north and south of the Santa Monica Pier. Limited views of the Santa Monica Mountains to the north are available from north and south corridors such as Ocean Avenue adjacent to the Project Site and Pacific Coast Highway. Distinctive focal views in the Project vicinity include views of the on-site Palisades Building and Moreton Bay Fig Tree, both of which are City of Santa Monica Landmarks, and palm trees along California Avenue.

Alternative 2 would demolish all existing buildings except the Palisades Building and reduce the Project's maximum building height of 130 feet to a maximum building height of 50 feet within the Hotel Parcel. The residential building on the Second Street Parcel would also be developed to a maximum height of 50 feet. Alternative 2 would reduce the Project's total floor area FAR from 2.6 to 2.25. With the reduced building heights, Alternative 2 would result in larger building footprints on the Project Site than under the Project. The portion of the building along Wilshire Boulevard would be 50 feet in height and would reduce to 40 feet in height along Ocean Avenue. Therefore, these buildings would block views of Santa Monica Bay and Palisades Park as compared to the Project, which would have views available across the open space at the southwest edge of the Project Site under the Project. The buildings would also block views into the Project Site of the Moreton Bay Fig Tree from the public streets and sidewalks along Wilshire Boulevard and Ocean Avenue and would block public vistas of the Palisades Building in comparison with the Project, which would open up the views into the Project Site. As with the Project, Alternative 2 would not block existing panoramic views that occur in the background of open street corridors, such as views of the Santa Monica Mountains. However, because Alternative 2 would reduce views across the Project Site to Santa Monica Bay and Palisades Park compared to the Project, impacts would be greater.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Distinctive scenic resources characterizing the Project Site include the Renaissance Revival-style Palisades Building and the Moreton Bay Fig Tree, both of which are City of Santa Monica designated historic Landmarks. Although the Project Site is not located within the view field of a

state scenic highway, Ocean Avenue is identified as a scenic corridor in the LUP and, as such, emphasizes the importance of the on-site historical landmarks and street trees visible from Ocean Avenue.

Similar to the Project, Alternative 2 would implement a landscape plan that would concentrate open space (for private use only) in the Project Site's interior, where the Moreton Bay Fig Tree would be preserved, along with beneficial removal of the existing circular driveway paving and construction of a raised deck platform under the tree. Alternative 2 would also rehabilitate the Palisades Building pursuant to a Preservation Plan. As with the Project, Alternative 2 would not directly remove or damage existing scenic resources including the Landmark Moreton Fig Tree and Palisades Building. Because the site scenic resources would not be damaged as under the Project, impacts on scenic resources would with Alternative 2 would be similar to the Project.

Would the project conflict with applicable zoning and other regulations that govern scenic quality?

As with the Project, Alternative 2 would be consistent with regulations that govern scenic quality including the development standards and policies of the LUCE, DCP, and SMMC. Alternative 2 would not conflict with the LUCE, but would not achieve certain LUCE goals and policies to the same extent as the Project. Alternative 2 would be designed to be compatible with adjacent uses (Goal LU15), be context sensitive (Policy LU15.3), provide stepbacks and articulation (Policies LU15.11, LU15.8, D8.5), provide pedestrian scale active retail space adjacent to sidewalk (Policies D8.1 and D9.4) and remove open on-grade parking (Policy D9.3). However, because the 50-foot height limit would result in larger building footprints and less public ground floor open space, Alternative 2 would not provide the same level of building roofline variation (Policy LU15.10), varied building heights and architectural elements (Policy B1.5 and D8.3, D8.4), public plaza and lively streetscape (Policy B2.2), open space (Goal LU17 and Policy LU17.1), preservation or opening of views into the Project Site or of the Santa Monica Bay as under the Project (Policy D10.2). Unlike the Project, Alternative 2 would not provide a publicly accessible open space with pedestrian pathways, bench seating with ocean views, a prominent work of public art (Policy D9.5), and a verdant garden area located adjacent to Ocean Avenue which would heighten the visual and physical connection to Palisades Park, directly across the street (Policy D10.2). As such, Alternative 2 would not achieve LUCE goals and policies to the same extent as the Project.

As with the Project, Alternative 2 would be consistent with the height limitations and FAR established for the Project Site under the DCP. Additionally, similar to the Project, Alternative 2 would be expected to meet the design guidelines of the DCP to maximize architectural integrity, create human scaled buildings, create visual interest and variety in building design, animate building frontages, create safe and active streetscape, and create enjoyable open space. Alternative 2 would also be subject to architectural design review by the Architectural Review Board (ARB).

However, with the significant reduction in public open space as compared to the Project, Alternative 2 would not achieve DCP and Open Space Element objectives to increase

accessibility of public open space or to provide public open space and art to the same extent as the Project. Both Alternative 2 and the Project would be consistent with policies of the City's Urban Forest Master Plan for the replacement and/or preservation of street trees.

Furthermore, Alternative 2 would result in increased building footprints across the Project Site with buildings that would block views of Santa Monica Bay and Palisades Park as compared to the Project. As such, Alternative 2 would be inferior in terms of consistency with the scenic policies of the Coastal Act, which calls for preserving and improving coastal views.

Because Alternative 2 would not meet applicable policies to the same extent as the Project, including DCP, Open Space Element and Coastal Act policies, impacts with respect to zoning and other regulations would be greater than the Project. However, impacts would be less than significant.

Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Lighting for the construction of the Project or Alternative 2 could generate minor light spillover in the vicinity of the Project Site, including residential uses to the north and east. However, construction activities are anticipated to occur during daylight hours and construction-related illumination would be used for safety and security purposes only. Both Project and Alternative 2 would not generate substantial light and glare.

Operational on-site landscape lighting for both the Project and Alternative 2 would be similar to existing conditions and along Wilshire Boulevard and Ocean Avenue in the vicinity. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting would be similar to that occurring on the existing Ocean Tower. All outdoor lighting would be in accordance with SMMC Section 9.21.080. Signage lighting would be for building and business identification and consistent with SMMC regulations. As such, neither the Project nor Alternative 2 would create a new source of substantial light and glare that would adversely affect day or nighttime views in the area.

Because of reduced building heights under Alternative 2, lighting as seen from a distance would be reduced. However, along adjacent streets, security lighting, architectural lighting, building materials, and signage would be similar to that of the Project. As such, impacts with respect to light and glare would be similar.

Would the project create shading effects that would interfere with the use of outdoor open space or solar accessibility?

Neither the Project nor Alterative 2 would shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. Therefore, neither the Project nor Alternative 2 would substantially affect the use of outdoor open space or

solar accessibility at off-site sensitive uses and impacts resulting from shading would be less than significant. Nonetheless, Alternative 2 with lower buildings (ranging from 40 to 50 feet in height) compared to the Project (ranging from 28 feet to 130 feet in height) would have less effect on off-site uses and solar accessibility than the Project. Overall, because building heights would be reduced compared to the Project, and shading of off-site uses would be less, impacts under Alternative 2 would be less than the Project.

Air Quality

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

Alternative 2 would reduce the number of existing hotel rooms on the Hotel Parcel. As compared to the Project, Alternative 2 would reduce the number of hotel rooms by 51 from 312 rooms to 261 rooms, while the associated amenities (meeting space, food and beverage indoor and outdoor dining space, retail space, and spa and fitness space) would be the same as with the Project. In addition, Alternative 2 would reduce the Project's number of residential units by 39 from 108 to 69 units. As with the Project, Alternative 2 would generate emissions that would contribute to basin-wide air pollutant emissions. Like the Project, Alternative 2 would implement PDFs AQ-1 through AQ-4 and would comply with CBC Title 24, CALGreen, SCAQMD Rule 403, and other applicable regulations including the Air Toxics Control Measure (ATCM) to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. Alternative 2 would also: (1) represent sustainable infill growth density in proximity to mass transit consistent with SCAG RTP/SCS and SB 375 goals to reduce regional VMT; and (2) have a reduced residential population compared to the Project and be consistent with LUCE and SCAG RTP/SCS growth projections. With implementation of these PDFs and compliance with applicable regulations, Alternative 2 would not conflict with the Air Quality Management Plan (AQMP). Impacts would be less under Alternative 2 than the Project, owing to less development and vehicle trips, and lower associated operational emissions.

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?

Regional Construction Emissions

Under Alternative 2, daily construction emissions would be the same as under the Project since the quantity and type of equipment used would be the same. The duration of construction would be shorter due to less construction and excavation for the subterranean parking. Because the Project's regional construction emissions would be less than the SCAQMD's significance thresholds for all criteria pollutants and ozone precursors, so too would regional construction emissions under Alternative 2. Impacts would be less than significant with incorporation of PDF's AQ-1 through AQ-2 under both the Project and Alternative 2, with impacts from construction being less under Alternative 2 due to the decrease in the overall construction duration.

Regional Operational Emissions

Operational emissions were assessed for area, energy, mobile, and stationary sources for the Project in Section 4.2, *Air Quality*, with emissions from mobile sources (vehicle trips) making up the largest component of the operational emissions. Alternative 2 would result in an overall decrease in development with 51 less guestrooms and 39 less residential units compared with the Project. This would translate into a reduction in the number of weekday net vehicle trips generated from 1,117 to 781 trips and a reduction in weekend net trips from 1,367 to 874, with an associated reduction in regional operational emissions. Because of the reduced floor area under Alternative 2, area, energy and stationary source emissions from building operations would also be less. Similar to the Project, Alternative 2 would be required to meet regulatory energy efficiency requirements and would reduce regional VMT per capita and associated mobile source emissions given its infill nature and proximity to mass transit facilities. As with the Project, regional operational emissions associated with Alternative 2 would not exceed SCAQMD significance thresholds for non-attainment pollutants given that emissions would be less than the Project's. Impacts would be less than significant under both the Project and Alternative 2, with impacts less under Alternative 2.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Emissions

Section 4.2, *Air Quality* addresses the Project's impacts from construction and operational air pollutant emissions on nearby sensitive receptors. It also evaluates construction health risks due to toxic air contaminants (TACs) such as diesel emissions (DPM) from construction equipment, and haul trucks. The analysis concludes that the potential increase in NO_x, CO, PM10, PM2.5 and TACs during Project construction would not exceed applicable SCAQMD significance thresholds at the nearest sensitive receptor locations with the inclusion of PDFs AQ-1 through AQ-2. As described previously, construction vehicle trips and activities would be less under Alternative 2 than the Project. Therefore, localized pollutant emissions and associated impacts would be less under Alternative 2 than under the Project. While maximum daily construction impacts would be similar to the Project, construction impacts are considered less under this alternative due to the decrease in the overall construction duration.

Operationally, Alternative 2 would result in an overall decrease in development compared with the Project. This would translate into a reduction in the number of net vehicle trips generated with an associated reduction in regional operational emissions. Because of the reduced floor area under Alternative 2, localized operational emissions would also be less than the Project. Localized operational impacts would be less than significant, as with the Project.

Carbon Monoxide Hotspots

Like the Project, Alternative 2 would generate operational vehicle trips that would incrementally increase CO levels at intersections and roadways within one-quarter mile of sensitive receptors. However, as indicated in Section 4.2, *Air Quality*, the Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million,

respectively. Because Alternative 2 would result in less operational vehicle trips and operational pollutant emissions than the Project as indicated above, Alternative 2 would similarly not exceed the CAAQS standards and would not cause or contribute to a CO hotspot. Therefore, impacts would be less than significant under both the Project and Alternative 2, with impacts less under Alternative 2 due to the decrease in trips.

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

Like the Project, Alternative 2 would include hotel and associated amenities, retail and residential land uses that would not be expected to introduce other emissions including odors that would affect a substantial number of people. All refuse and recycling bins would be covered in designated storage areas and properly maintained to prevent adverse odors, and proper housekeeping practices would be implemented to promote odor control. Therefore, like the Project, construction and operation of Alternative 2 would not create other emissions including odors affecting a substantial number of people, and impacts would be less than significant. Given the similarities in land uses between the Project and Alternative 2, the odor impacts of Alternative 2 would be similar to the Project.

Biological Resources

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Under Alternative 2, as in the Project, the Moreton Bay Fig Tree would be preserved and all other existing landscaping would be removed. As with the Project, since landscaping that would be removed could host nests and roosts of migratory birds, Alternative 2 would implement DCP MM BIO-1, which would reduce impacts to a less than significant level. Impacts to nesting birds under Alternative 2 would be the same as under the Project.

Would the project conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?

As with the Project, Alternative 2 would require the removal of two street trees, one on Ocean Avenue and one on 2nd Street and replacement trees in accordance with the City requirements would occur. With the closure of the driveway along Wilshire Boulevard, new street trees would also be planted in accordance with the UFMP. In addition, the Moreton Bay Fig Tree would be preserved and protected during construction pursuant to a Tree Protection Plan, and ongoing maintenance of the tree also would occur under Alternative 2. The driveway pavement surrounding the Moreton Bay Fig Tree would be removed, which as under the Project could provide an overall beneficial effect for the tree. Impacts under Alternative 2 would be less than significant and similar to the Project.

Construction Effects

Would construction of the project result in considerable construction-period impacts due to the scope, or location of construction activities?

Similar to the Project, Alternative 2 would include construction activities that would generate temporary aesthetics effects and air emissions, noise/vibration, and vehicle trips. Alternative 2 would result in less development than the Project, and thus would generate less total construction activities and associated aesthetics effects, air emissions, noise/vibration, and vehicle trips than the Project. However, the maximum amount of construction-related air emissions, noise/vibration and vehicle trips on a peak construction day would be similar between the Project and Alternative 2. As with the Project, the construction-related aesthetics, air quality, and traffic impacts of Alternative 2 would be less than significant. With regard to construction noise, maximum daily construction impacts would be similar to the Project. Similar to the Project, construction noise impacts would be significant and unavoidable. Daily construction vibration levels would be similar to those of the Project since the quantity and type of equipment used would be the same. As with the Project because off-site property owners may not consent to mitigation for vibration, vibration impacts to off-site buildings are considered significant and unavoidable under Alternative 2. Overall, impacts under Alternative 2 would be less than the Project, due to less total construction activities and a decrease in construction duration.

Historical Resources

Would the project cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

The Palisades Building and the Moreton Bay Fig Tree on the Hotel Parcel are designated City historical Landmarks. There are no on-site historical resources on the Second Street Parcel. Similar to the Project, Alternative 2 would rehabilitate the Palisades Building and preserve the Moreton Bay Fig Tree. As with the Project, and as described in Section 4.5, *Historical Resources*, of this EIR, impacts to on-site historical resources would be less than significant with implementation of a Tree Protection Plan for the Moreton Bay Fig Tree, a Preservation Plan (PDF HIST-1) addressing both the Moreton Bay Fig Tree and the Palisades Building, and a mitigation measure (MM NOISE-2) addressing construction vibration effects. However, Alternative 2 would have a potentially greater impact to historical resources than the Project due to increased indirect impacts from the construction of two 40-foot-high buildings along Ocean Avenue that would block primary public views from Ocean Avenue and Palisades Park of the primary façade of the Palisades Building and the primary view of the Moreton Bay Fig Tree from Ocean Avenue and Palisades Park, which would become visually and physically isolated under Alternative 2. With regard to construction, similar to the Project, Alternative 2 would have a potentially significant and unavoidable construction vibration impact to an off-site historical resource, the locally eligible two-story brick Regency Moderne style medical office building at 1137 2nd Street. The consent of off-site property owners, who may not agree, would be required to implement vibration MM NOISE-2. Construction impacts would be similar to the Project. Therefore, overall impacts under Alternative 2 would be greater than the Project.

Archaeological Resources

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

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Although the Project Site does not have high potential for buried prehistoric archaeological resources, excavation into undisturbed native soils could uncover such resources. Additionally, the Project Site was used in historic times and there is a potential to encounter historic period archaeological resources related to the Miramar Residence and Hotel, the Westlake Military School (also known as the Santa Monica Military Academy), and domestic dwellings. Excavations for both Alternative 2 and the Project could potentially encounter archaeological resources and human remains and cause an adverse change in the significance of these resources. However, under Alternative 2, the spatial extent and depth of excavations at the Project Site would be reduced from those under the Project reducing the potential to encounter any archaeological resources and/or human remains that may be present at the Project Site. As with the Project, this impact would be less than significant after mitigation. Because of the reduced risk to encounter such resources under Alternative 2, impacts would be less than the Project.

Energy

Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Alternative 2 would reduce the number of hotel rooms to 261 from the Project's proposed 312, while the meeting space, food and beverage indoor and outdoor dining space, retail space, and spa and fitness space would remain the same. In addition, Alternative 2 would reduce the number of proposed residential units to 69 from 108. Under Alternative 2, construction activities at the Project Site would be reduced from that of the Project due to a reduction in net new development and excavation. Therefore, energy consumption for construction would be reduced. As with the Project, Alternative 2 would use energy efficient construction equipment as well as implement a construction waste management plan during construction. As such, energy impacts during construction would also be less than significant.

Due to the reduction in building sizes, Alternative 2 would require less energy use from operation of energy sources (i.e., appliances, lighting) and HVAC equipment than the Project, and would generate fewer daily vehicle trips during operation. As with the Project, Alternative 2 would use newer energy efficient appliances, lighting, and equipment and would comply with water conservation, energy conservation, and other sustainability requirements of the City's Green Building Code and SMMC. Both the Project and Alternative 2 would increase urban density in a

transit-rich area thereby minimizing vehicle trips. Lastly, neither the Project and Alternative 2 would conflict or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, as with the Project, impacts under Alternative 2 would be less than significant, with the level of impact slightly less under this alternative.

Geology and Soils

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death, involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

No known active or potentially active faults underlie the Project Site, and no designated Alquist-Priolo Special Study Fault Zone bisects the Project Site. Therefore, the Project Site is not subject to fault rupture and, the Project and Alternative 2 would not cause potential substantial adverse effects involving fault rupture. Impacts would be less than significant and similar to the Project.

During a seismic event, the Project Site could be subject to strong seismic ground shaking. Such shaking would create a potential for damage to structures and hazards to people under both the Project and Alternative 2. However, the associated effects can be mitigated through compliance with the geotechnical engineering design and construction standards specified by the Santa Monica Building Code (SMBC) and the site-specific seismic design parameters in a *Design-Level Geotechnical Report.* Furthermore, both the Project and Alternative 2 would replace older buildings on the Project Site with modern buildings constructed to the latest building code and seismic safety standards and would rehabilitate the Palisades Building, which is a landmark building. With regard to liquefaction and landslides, as indicated in Section 4.8, Geology and Soils, the Project Site is in an area with low liquefaction risk and is not considered to have a potential to cause or be susceptible to landslide hazards. In addition, Project construction and operation would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. As with the Project, Alternative 2 would be required to adhere to the site-specific recommendations of a Final Geotechnical Report. Construction and operation would be similar to that of the Project. Therefore, the Project and Alternative 2 would not cause potential substantial adverse effects involving strong seismic ground shaking, liquefaction or landslides. With regulatory compliance, impacts of Alternative 2 would be similar to the Project and would be less than significant.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Both the Project and Alternative 2 would require excavation of the Project Site and the construction of new buildings. The Project Site is not considered to have a potential to cause or be susceptible to landslide hazards; is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation; and is located within an area with low liquefaction risk. Additionally, the soils on the Project Site are not known to have significant expansion potential. Further, construction and operation of the Project would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. Notwithstanding, the Project and Alternative 2 would be subject to applicable regulations, including the SMBC and the site-specific design parameters of a Final Geotechnical Report to be approved by the City, thus minimizing exposure of people or structures to unstable soils or expansive soils. Through compliance with regulatory measures and the Final Geotechnical Report, impacts of the Project and Alternative 2 would be similar and less than significant.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no unique geologic features at the Project Site. However, fossils could potentially be encountered at any depth in previously undisturbed sediments underlying the Project Site. Under Alternative 2, the volume of excavation on both parcels would be reduced from that of the Project, which would result in reduced potential to encounter any paleontological resources that may be present at the Project Site. Still, as with the Project, excavations under Alternative 2 could potentially encounter paleontological resources. This impact would be less than significant with implementation of DCP MM CR-4a and DCP MM CR-4b, which provide for monitoring of excavation activities and proper identification, treatment and preservation of any resources that may be discovered, under the Project and Alternative 2. Because of the reduced risk to encounter paleontological resources under Alternative 2, impacts would be less than the Project.

Greenhouse Gas Emissions

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

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?

As compared to the Project, Alternative 2 would reduce the number of hotel rooms to 261 from 312, and the number of residential units to 69 from 108. Both the Project and Alternative 2 would

generate GHG emissions during construction and operation. Under the Project, the net increase in annual GHG emissions during construction and operation would be 1,028 metric tons of CO_2e per year, and impacts would be less than significant. Alternative 2 would result in less construction and operational activity, vehicle trips, and energy use than the Project, owing to the reduced amount of development under this alternative. As such, GHG emissions under Alternative 2 would be less than the Project.

As with the Project, Alternative 2 would implement the same PDF's AQ-1 through AQ-4 which would reduce GHG emissions. Additionally, Alternative 2 would be required to comply with CBC Title 24 (CALGreen), SCAQMD Rule 403, City of Santa Monica Sustainable City Plan, City of Santa Monica Climate Action and Adaptation Plan (CAAP), and other applicable regulations. Thus, similar to the Project, Alternative 2 would not conflict with applicable plans, polices or regulations adopted for the purpose of reducing the emissions of GHGs (e.g., the City's LUCE, Sustainable City Plan, CAAP, Green Building Ordinance, AB 32, SB 375, etc.). Impacts would be less than significant under both the Project and Alternative 2. Because Alternative 2 would generate fewer GHG emissions than the Project, owing to less development, impacts would be less than the Project.

Hazards and Hazardous Materials

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?

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 6592.5, and as a result, it would create a significant hazard to the public or the environment?

Both the Project and Alternative 2 would redevelop the Hotel Parcel and the Second Street Parcel. Buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs, which if present could pose a hazard to the public if released into the environment. Such material would be removed in accordance with regulatory procedures established to protect people during the removal of these materials. No hazardous soil conditions are known to be present within the Hotel Parcel or the Second Street Parcel. Similar to the Project, the existing UST on the Hotel Parcel, which has not caused adverse soil impacts, would be removed according to regulatory procedures under the oversight of the Santa Monica Fire Department. Since soil contamination could result, as a cautionary procedure and/or the potential to encounter an unexpected hazardous soil condition, the Project and the Alternative would implement a Soil Management Plan (SMP) during excavation. As with the Project, Alternative 2 would include hotel and associated uses, retail and residential uses, which require the routine use of materials such as those used for household cleaning and maintenance products, pesticides and herbicides, paints, solvents, degreasers, and chemicals associated with swimming pools. These materials would be used in compliance with existing Cal EPA regulations and the Certified Unified Program Agency (CUPA). Through compliance with regulatory measures, impacts of the Project and Alternative 2

due to upset and accident conditions involving the release of hazardous materials into the environment would be similar and less than significant.

The Project Site is not included on a listing of hazardous waste/materials sites compiled pursuant to Government Code Section 65962.5; and therefore, the Project and Alternative 2 would not create significant hazards to the public or the environment due to the presence of hazardous materials associated with such listings.

Hydrology and Water Quality

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Like the Project, Alternative 2 could potentially contribute pollutants in stormwater runoff during construction and operation that could drain to impaired receiving waters (e.g., Santa Monica Bay). As with the Project, construction activity under Alternative 2 would be subject to the implementation of BMPs in accordance with the NDPES permit and Santa Monica's Runoff Conservation and Sustainable Management Ordinance, reducing the potential for pollutants to enter stormwater flows.

During operations for the Project and Alternative 2, dry weather runoff would not be permitted to leave the Project Site in accordance with NPDES and City regulations. Stormwater runoff during operations for both the Project and Alternative 2 would be subject to the accumulation of pollutants from hardscape areas of the Project Site. As compared to existing conditions, the Project and Alternative 2 would reduce the amount of polluted run-off due to reductions in parking surfaces and other hardscape areas. During operation, the Project and Alternative 2 would implement drainage system BMPs and develop a Runoff Mitigation Plan in accordance with the Santa Monica Runoff Conservation and Sustainable Management Ordinance. Alternative 2, as with the Project, would reduce the amount of run-off entering the City's drainage system and ensure that stormwater runoff leaving the Project Site would not significantly impact the water quality of receiving water bodies. Impacts of the Project and Alternative 2 would be similar and less than significant.

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Neither the Project nor Alternative 2 would include new groundwater production wells that could reduce groundwater supply. Further, no groundwater production wells are located in the Project vicinity. Both the Project and Alternative 2 would result in reductions in the amount of impervious surface area that currently occurs on the Project Site although it would not notably affect groundwater infiltration due to the subterranean garage. The impacts of the Project and Alternative 2, would be similar and would be less than significant.

Would the project substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site or in a manner which would result in flooding on- or off-site;

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Project and Alternative 2 would not substantially alter the existing drainage pattern of the Project Site or area since site drainage would continue to be conveyed to the municipal storm drains in the adjacent streets with conveyance to the 90" stormwater pipe in Wilshire Boulevard. In addition, like under the Project, Alternative 2 would not result in substantial erosion or siltation since Alternative 2 would comply with applicable regulations (SWPPP and City's Runoff Conservation and Sustainable Management Ordinance) that would be implemented during construction and operation in accordance with applicable City and LARWQCB regulations.

Because of the Project Site location within the City's slope instability zone, infiltration would not be allowed. Under Alternative 2, as with the Project, a system to harvest and re-use rainfall for non-potable purposes would be installed, thus reducing Site runoff. The existing 90"~~90'~~ stormwater pipe is considered to be "not deficient" during the 10-year storm and Alternative 2 would not exceed capacity. The Second Street Parcel is below the 15,000 square feet threshold and can therefore, opt to pay a fee in lieu of providing a harvest system.

Construction and operational BMPs selected and the drainage system at the two parcels would be designed and tailored to the site-specific conditions and designs. Therefore, impacts of the Project and Alternative 2 would be similar and less than significant.

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project and Alternative 2 would be implemented in a manner consistent with, and supportive of the City's Sustainable Water Master Plan (SWMP). As with the Project, Alternative 2 would comply with NPDES and City requirements, where BMPs would be implemented to address water quality and groundwater issues during both construction and operation of the Project. BMPs for the operations of the Hotel Parcel include the installation of a system to harvest and re-use (for non-potable purposes) stormwater runoff on the Project Site. The Second Street Parcel, with less than 15,000 square feet, would include a similar system or pay an in lieu fee that would support conservation and water quality provisions of the SWMP. Therefore, Alternative 2 would result in similar water quality impacts as the Project and impacts would be less than significant.

Land Use and Planning

Would the project physically divide an established community?

Similar to the Project, Alternative 2 would result in the redevelopment of the Hotel Parcel and the Second Street Parcel, and would not change the overall existing pattern of development and circulation in the surrounding area. The continuation of existing hotel, retail, and restaurant uses on the Hotel Parcel would not affect land use patterns. Furthermore, the introduction of residential uses on the Hotel Parcel and the Second Street Parcel would provide infill housing within the Downtown District that would be consistent with the mix of uses in the Project vicinity. Development of the Project or Alternative 2 would fall within the existing road and pedestrian grid systems. Similar to the Project, Alternative 2 would not physically divide the community and no impact would occur.

Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Similar to the Project, Alternative 2 would be consistent with SCAG's 2016-2040 RTP/SCS goals for land use development. Alternative 2 would redevelop and modernize an existing hotel and would add retail and residential uses in the urban Downtown area. Similar to the Project, Alternative 2 would locate new uses in proximity to regional destinations and mass transit, which would be aligned with SCAG's goals to maximize the mobility and accessibility of people in the region, ensure travel reliability and maximize the productivity of the regional transportation system. Alternative 2, as with the Project, would incorporate sustainability features to reduce demand on energy and water, and would increase density in an area served by public transit in accordance with SCAG RTP/SCS policies.

Additionally, consistent with the LUCE, the Project and Alternative 2 would create a gateway at the northern end of the Downtown Core through the overall site design, the preservation of historic resources, the provision of open space, and through the building design, which would respect the Palisades Building and create visual interest with articulation, rhythm, and varying heights. As compared to the Project, Alternative 2 would contribute less to the availability of affordable housing in the City.

With regard to the DCP, both the Project and Alternative 2 not exceed the development standards of the ELS (Hotel Parcel) and the Second Street Parcel in terms of allowable building height, density (FAR), and land use as set forth in the DCP. As with the Project, Alternative 2 would provide visitor-serving uses in the coastal zone, and improve pedestrian experience in the Downtown District. In comparison with the Project, Alternative 2 would be partially consistent with the LUCE vision to renovate an aging hotel facility but Alternative 2 would reduce the total number of existing hotel rooms from 301 to 261 (and also a reduction from the Project's proposed 312 rooms). The reduction in hotel rooms would not be consistent with the Coastal Act policy to preserve visitor-serving uses. Additionally, although Alternative 2 would not conflict with housing standards or policies of the LUCE, DCP, and Housing Element related to housing, this

alternative would provide less housing opportunities. In accordance with LUCE and DCP policies, both the Project and Alternative 2 would provide for rehabilitation of the historic Palisades Building, and protection of the Moreton Bay Fig Tree, both of which are City-designated landmarks consistent with the City's historic preservation policies and Landmarks Ordinance.

With the reduction in height compared with the Project, Alternative 2 would result in a site plan configuration that would have larger building footprints and a decrease in open space. Alternative 2 would reduce the Project's 52 percent open space on the Hotel Parcel to approximately 33 percent. In addition, Alternative 2 would replace the existing walls and hedges around the Hotel Parcel with building walls, and given the configuration of buildings, it would not open the Hotel Parcel physically and visually as would occur under the Project. Therefore, Alternative 2 would not meet the policies of the LUCE, DCP, LUP and Open Space Element to increase accessibility of public open space or to provide public open space and art. As such, Alternative 2 would not meet the open space policies of the DCP, LUP, and Open Space Element to the same extent as the Project. Neither the Project nor Alternative 2 would conflict with the applicable policies of local and regional plans designed for the purpose of avoiding or mitigating an environmental impact and, as such land use impacts would be less than significant under both. However, because the Project would implement more DCP, LUP, and Open Space Element policies with respect to building design, housing, public open space, and would conform with such policies to a greater degree, impacts due to a conflict with a land use plan would be greater under Alternative 2.

Neighborhood Effects

Would the project have considerable effects on the neighborhoods in which they are located?

Both Alternative 2 and the Project would result in a net increase in development at the Project Site and associated operational activities that would generate neighborhood effects within the Downtown District. The Project would result in less than significant neighborhood effects in terms of aesthetics, land use, noise, and air quality, and with significant unavoidable neighborhood effects in terms of traffic impacts at intersections and on street segment LOS. As compared with existing conditions, Alternative 2 would result in an increase in trips. However, the level of traffic impacts would be less than under the Project owing to the comparative reduction in development. Alternative 2 would not open the Hotel Parcel visually and physically, which would reduce the public enjoyment of the on-site scenic resources compared with the Project. Therefore, Alternative 2 would have a greater impact relative to scenic resources than under the Project and would not contribute to the improved visual quality of the Downtown District to the same degree as under the Project. In addition, with the approximately 30% reduction in trips that would occur under Alternative 2 compared to the Project, Alternative 2 would result in one less significant intersection impact in Future Year 2025. In addition, with the reduction in trips, street segment impacts would be less under Alternative 2 but would remain significant and unavoidable along five street segments. Overall, neighborhood effects would be incrementally less under Alternative 2 than under the Project.

Noise and Vibration

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

Construction

Similar to the Project, construction of Alternative 2 would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. Construction noise levels would temporarily increase ambient noise levels at surrounding land uses including noise sensitive receptors. While construction activities would generally occur during the allowable daytime hours and would not reach or exceed the human hearing threshold for pain, maximum construction noise levels, when added to the ambient noise levels, could temporarily and periodically exceed the City's allowable exterior noise levels at nearby sensitive receptors. Impacts would be reduced to less than significant with the implementation of MM NOISE-1. Alternative 2 would generate the same daily construction noise impacts as the Project since the quantity and type of construction equipment used would be similar. Although maximum daily construction noise impacts of Alternative 2 would be similar to the Project, such impacts are considered less under this alternative due to the decrease in the overall construction duration. Therefore, construction noise impacts under Alternative 2 would be less than the Project.

Operation

Both operation of the Project and Alternative 2 would increase noise levels at adjacent noise sensitive receptors due to mechanical equipment for the buildings, use of outdoor open space, and vehicle trip generation. Similar to the Project, Alternative 2 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, as well, as enclosed subterranean parking and open space areas, which would produce noise. However, there would be less equipment and reduced activity in the parking and open space areas compared to the Project given reduced development. As compared to the Project, Alternative 2 would reduce the number of hotel rooms by 51 from 312 rooms to 261 rooms and would also reduce the number of residential units by 39 units from 108 to 69 units. This would reduce the number of weekday net vehicle trips generated from 1,117 to 781 trips and the number of weekend net trips from 1,367 to 874, with an associated reduction in operational traffic noise. Therefore, operational noise impacts under Alternative 2 would be less than the Project, and operational noise impacts would be less than significant similar to the Project.

Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Construction

As analyzed in Section 4.14, Noise and Vibration, during construction, groundborne vibration would be generated from the use of heavy construction equipment at the Project Site, which could

potentially expose existing sensitive land uses surrounding the Project Site to excessive vibration. Project construction could result in the operation of vibratory equipment at distances that would result in vibration velocities potentially exceeding the criteria of 0.25 in/sec PPV at the on-site Palisades Building and Regency Moderne Medical Office (south of the Second Street Parcel) and the criteria of 0.3 in/sec PPV at The Huntley Hotel, thus resulting in a potentially significant impact. To reduce potential structural damage vibration impacts from vibratory equipment to be used during specific construction phases, MM NOISE-2 is prescribed. Daily construction vibration levels for Alternative 2 would be similar to the Project since the quantity and type of equipment used on a daily basis would be the similar. While maximum daily construction impacts would be similar to the Project, construction vibration impacts are considered less under this alternative due to the decrease in the overall construction duration. Therefore, construction vibration impacts under Alternative 2 would be less than the Project. However, similar to the Project, construction vibration impacts to off-site receptors would be potentially significant and unavoidable due to the need for the consent of property owners to implement proposed construction vibration mitigation measures.

Operation

As compared to the Project, Alternative 2 would reduce the number of hotel rooms by 51 from 312 rooms to 261 rooms and would also reduce the number of residential units by 39 units from 108 to 69 units. Similar to the Project, Alternative 2 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels. However, there would be fewer equipment compared to the Project given the reduced development. Therefore, operational vibration impacts under Alternative 2 would be less than the Project, and like the Project impacts would be less than significant.

Police Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Similar to the Project, construction and operational activities under Alternative 2 would create a demand for police protection services and could potentially slow emergency response times and interfere with emergency access. However, under Alternative 2 the amount of development would be reduced, resulting in less on-site activity and reduced demand for police protection services. As with the Project, adequate emergency access would be maintained through implementation of the required Construction Management Plan and City (including SMPD) review/approval of the proposed site plan. The Project and Alternative 2 would include provisions for reducing demand for police services including the implementation of a security plan per DCP MM PS-2, Project design/security features that would enhance safety (including a dedicated 24-hour, on-site department responsible for security), and site plan review of the Project's design features per the provisions of SMMC Section 3.68 (Comprehensive Crime Prevention program). Therefore, Alternative 2, like the Project, would not require new or expanded police protection facilities, the

construction of which could cause significant environmental impacts, and impacts would be less than significant. Because Alternative 2 would result in less development and thus generate less demand for police protection services than the Project, impacts would be less than the Project.

Fire Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Similar to the Project, construction and operational activities under Alternative 2 would create a demand for fire protection services and fire flow, and could potentially slow emergency response times and interfere with emergency access. Alternative 2 would, like the Project, carry out its construction activities in accordance with a City-approved Construction Impact Mitigation Plan (CIMP). Alternative 2 would be designed to comply with all applicable fire protection regulations. SMFD site plan review would ensure incorporation of required fire protection safety features as required by the Fire Code. Therefore, Alternative 2 would, like the Project, not require construction of new or expanded fire protection facilities to maintain adequate service levels that would result in physical environmental impacts. Because Alternative 2 would result in less development and thus generate less demand for fire protections services than the Project, impacts would be less than the Project, and would be less than significant.

Transportation

Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Both the Project and Alternative 2 would redevelop the Hotel Parcel with hotel, residential and retail uses and develop new affordable housing on the Second Street Parcel. However, the amount of development and site activity under Alternative 2 would be reduced, which would reduce the number of vehicle trips and would also result in lower contributions to the number of public transit trips, bicycle trips and pedestrians with accessibility to the Downtown entertainment, service, and visitor attractions.

The primary goals of the LUCE and SCAG's 2016 RTP/SCS with regard to alternative transportation in Santa Monica are focused on shifting trips away from single-occupancy vehicles to more sustainable modes of travel such as transit, bicycling, and walking. To achieve this goal, the LUCE encourages the development of mixed-use communities with attractive and safe bicycle and pedestrian facilities that are also well connected to high-capacity and frequent transit service. Both Alternative 2 and the Project would: (1) represent a mixed-use development and the intensification of urban density on an infill site within the Downtown District in proximity to transit (including the Expo LRT Downtown Santa Monica Station and multiple Santa Monica Big Blue Bus and Metro bus lines); (2) include pedestrian improvements along Wilshire

Boulevard, Ocean Avenue, and 2nd Street (such as new sidewalks), improvements to the on-site pedestrian network, and new bicycle parking; and (3) implement a TDM program (PDF TR-1) to encourage the use of alternative transportation and reduce single occupancy vehicle trips and VMT as much as possible.

Hence, both the Project and Alternative 2 would result in less than significant impacts in terms of consistency with circulation plans/programs/policies. Impacts would be slightly greater under Alternative 2 than the Project due to reduced intensification of density in proximity to transit and thus reduced use of alternative transportation.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Section 15064.3(c) states that the VMT provisions of this section shall apply prospectively (i.e., only applicable to new projects after date of adoption) and must be implemented statewide by July 1, 2020. The Recirculated Notice of Preparation for the Project was issued in June 2018, prior to the adoption of Section 15064.3 of the CEQA Guidelines. Therefore, a VMT analysis is not required. The Traffic Study, provided in Appendix L of this EIR, provides an evaluation of the Project's vehicle miles traveled for informational purposes, as well as an analysis of impacts on intersections and street segments using the City's adopted significance criteria.

Vehicle Miles Travelled

Following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project and Alternative 2 would be presumed to have a less than significant transportation impact, based on its accessibility to public transit, FAR, and parking provisions. Therefore, no further VMT analysis is required. Nonetheless, a quantitative VMT analysis has been prepared for informational purposes following the guidance in OPR's Technical Advisory. Since ~~the City of Santa Monica has not yet adopted~~ adoption of the VMT thresholds postdates ~~and because~~ the Project ~~predates the applicability of Section 15064.3~~ and release of the EIR, no determination of significance is made.

As presented in Section 4.17 Transportation, a quantitative VMT analysis of the Project estimates that the Project would result in 9.9 VMT per employee, which is about half of the existing citywide average of 19.2 VMT per employee. In comparison to the regional average for Los Angeles County, the Project's 9.9 VMT per employee is more than 15% below existing regional average of 18.41 VMT per employee. The Project's residential VMT rate of 10.7 VMT per capita is slightly greater than the citywide average of 9.0 VMT per capita. In comparison to the regional average for Los Angeles County, the Project's 10.7 VMT per capita is more than 15% below existing regional average of 13.44 VMT per capita. As shown in Table 5- 2, Alternative 2's weekday daily trip generation would be approximately 30 percent less than that of the Project. Therefore, while Alternative 2 would generate less VMT than the Project, Alternative 2's per-employee and per-capita VMT rates would be similar to those of the Project. ~~Intersection Operations~~

Intersection Operations

The Project's trip generation is provided in **Table 5-2**, *Comparison of Project and Alternatives Trip Generation*, along with the trip generation for each of the Alternatives. A comparison of the significantly impacted intersections for the Project and each of the Alternatives is provided in **Table 5-3**, Comparison of *Project and Alternatives Intersection Impacts (Pre-Mitigation)*. A comparison of the significantly impacted street segments for the Project and each of the Alternatives is provided in **Table 5-4**, *Comparison of Project and Alternatives Street Segment Impacts*.[3]

TABLE 5-2
COMPARISON OF PROJECT AND ALTERNATIVES TRIP GENERATION

Land Use	Weekday	AM Peak Hour Trips			PM Peak Hour Trips			Weekend	WKND Peak Hour Trips		
	Daily Trips	In	Out	Total	In	Out	Total	Daily Trips	In	Out	Total
Proposed Project											
NET NEW TRIPS	*1,117*	*18*	*67*	*85*	*50*	*31*	*81*	*1,367*	*53*	*43*	*96*
Alternative 1 - No Project											
NET NEW TRIPS	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
% Change: Alt 1 vs. Proposed Project	100%			100%			100%	100%			100%
Alternative 2 - Ocean Ave Transition Zoning, Tier 2											
NET NEW TRIPS	*781*	*0*	*46*	*46*	*34*	*21*	*55*	*874*	*35*	*28*	*63*
% Change: Alt 2 vs. Proposed Project	-30%			-46%			-32%	-36%			-34%
Alternative 3 - No Condo											
NET NEW TRIPS	*631*	*12*	*40*	*52*	*26*	*21*	*47*	*881*	*35*	*28*	*63*
% Change: Alt 3 vs. Proposed Project	-44%			-39%			-42%	-36%			-34%
Alternative 4 - Reduced Density and Height											
NET NEW TRIPS	*641*	*(12)*	*37*	*25*	*27*	*17*	*44*	*628*	*27*	*20*	*47*
% Change: Alt 4 vs. Proposed Project	-43%			-71%			-46%	-54%			-51%
Alternative 5 - Massing Alternative											
NET NEW TRIPS	*1,117*	*18*	*67*	*85*	*50*	*31*	*81*	*1,367*	*53*	*43*	*96*
% Change: Alt 5 vs. Proposed Project	0%			0%			0%	0%			0%
Alternative 6 - Access Alternative											
NET NEW TRIPS	*1,117*	*18*	*67*	*85*	*50*	*31*	*81*	*1,367*	*53*	*43*	*96*
% Change: Alt 6 vs.	0%			0%			0%	0%			0%

[3] Traffic impact analyses of the alternatives on Study Area intersections and street segments, inclusive of the tables provided herein, are contained in Chapter 7 of the Transportation Impact Analysis, which is provided in Appendix L of this EIR.

Land Use	Weekday	AM Peak Hour Trips			PM Peak Hour Trips			Weekend	WKND Peak Hour Trips		
	Daily Trips	In	Out	Total	In	Out	Total	Daily Trips	In	Out	Total
Proposed Project											

TABLE 5-3
COMPARISON OF PROJECT AND ALTERNATIVES INTERSECTION IMPACTS (PRE-MITIGATION)

No.	Intersection	Peak Hour	Approval Year 2020						Future Year 2025					
			Project	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Project	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6
1	Palisades Beach Road & California Avenue	AM	X	X	X	X	X	X	X		X		X	X
		PM												
		WKND												
3	Ocean Avenue & California Avenue	AM	X	X	X	X	X	X	X				X	X
		PM	X	X	X	X	X	X	X	X		X	X	X
		WKND							X	X		X	X	X
14	Second Street & Wilshire Boulevard	AM	X	X	X	X	X	X	X	X	X	X	X	X
		PM	X	X	X	X	X	X	X	X	X	X	X	X
		WKND	X	X	X	X	X	X	X	X	X	X	X	X
42	Lincoln Boulevard & California Avenue	AM	X	X	X	X	X	X	X	X	X	X	X	X
		PM												
		WKND							X	X		X	X	X
Total Impacted Intersections			**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**	**3**	**3**	**4**	**4**

TABLE 5-4
COMPARISON OF PROJECT AND ALTERNATIVES SEGMENT IMPACTS

No.	Segment	Peak Hour	EXISTING					
			Project	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6
2	2nd Street	Weekday	X	X	X	X	X	X
	Between Wilshire Boulevard and California Avenue	Weekend	X	X	X	X	X	X
8	California Avenue	Weekday	X	X	X	X	X	
	Between Ocean Avenue and 2nd Street	Weekend	X	X	X	X	X	
9	California Avenue	Weekday	X	X	X	X	X	X
	Between 2nd Street and 3rd Street	Weekend	X	X	X	X	X	X
10	California Avenue	Weekday	X	X	X	X	X	X
	Between 3rd Street and 4th Street	Weekend	X	X	X	X	X	X
11	California Avenue	Weekday	X	X	X	X	X	X
	Between 4th Street and 5th Street	Weekend	X	X	X	X	X	X
		Total Impacted Segments:	**5**	**5**	**5**	**5**	**5**	**4**

As indicated in Table 5-2, Alternative 2 operation would generate an estimated net increase of 874 weekend daily trips and 63 weekend peak hour trips compared to the Project's net increase of 1,367 weekend daily trips and 96 weekend peak hour trips. Therefore, the trip generation for Alternative 2 would be 36 percent less and 34 percent less than that of the Project for weekend daily trips and weekend peak hour trips, respectively.

As shown in Table 5-3, using the City's adopted LOS significance thresholds for intersections, the Project would result in significant impacts prior to mitigation at four of the 51 analyzed intersections during one or more of the peak periods analyzed. The fewer trips associated with Alternative 2 would avoid the Project's Future Year AM Peak Hour impact at Palisades Beach Road & California Avenue (Study Intersection 1) and Ocean Avenue & California Avenue (Study Intersection 3).

For the Project, a feasible mitigation measure is available for one of the significantly impacted intersections, reducing the number of significantly impacted intersections to three. MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. Under Alternative 2 in the year 2020 with the implementation of the mitigation measure, impacted intersections would be the same as under the Project. In the year 2025 Alternative 2 would avoid the Project's significant impacts at Intersection 1. Intersection impacts of Alternative 2, after mitigation would remain significant at three locations in year 2020 and would be reduced to two locations in year 2025, in contrast to three with the Project. Thus, overall intersection impacts under Alternative 2 would be less than those of the Project.

Street Segment Operations

Using the City's adopted significance thresholds for street segments, both the Project and Alternative 2 would generate an increase in operational vehicle trips that would exceed applicable base ADT standards, resulting in significant impacts along five of the 11 street segments analyzed. As shown in Table 5-4, the following five street segments would be impacted: 2nd Street between Wilshire Boulevard and California Avenue (Segment 2), California Avenue between Ocean Avenue and 2nd Street (Segment 8), California Avenue between 2nd Street and 3rd Street (Segment 9), California Avenue between 3rd Street and 4th Street (Segment 10), and California Avenue between 4th Street and 5th Street (Segment 11).

No feasible mitigation is available to reduce these impacts for the Project or Alternative 2. Therefore, both the Project and Alternative 2 would result in significant unavoidable street segment impacts. The level of impact would be less under Alternative 2 owing to the reduced number of trips generated on the street segments.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The site designs for the Project and Alternative 2 would not include hazardous design features such as sharp curves or dangerous intersections. Driveways, loading areas, and entry/exit points would be designed to be compliant with City Code requirements. Therefore, impacts of the

Project and Alternative 2 would be similar and would result in less than significant impacts with regard to hazards due to geometric design features.

Would the project result in inadequate emergency access?

The Project and Alternative 2 would redevelop the Hotel Parcel with hotel, residential and retail uses and develop new affordable housing on the Second Street Parcel. However, the amount of development would be less under Alternative 2 than with the Project. As with the Project, Alternative 2 would close the existing Site access from Wilshire Boulevard and Project Site access would be provided from surrounding streets and would be reviewed and approved by multiple City Departments to ensure compliance with City requirements and the provision of adequate emergency access. Neither the Project nor Alternative 2 proposes the closure or major modification of adjacent access streets.

During construction, truck and worker travel to and from the Project Site, temporary lane closures or sidewalk closures, and large haul trucks and other heavy equipment on Downtown streets may disrupt traffic flows thereby potentially resulting in short-term significant impacts. However, significant impacts would be avoided through implementation of PDF CE-1, which would require the implementation of a CIMP consistent with DCP MM T-1. The CIMP would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. Therefore, construction traffic impacts of the Project and Alternative 2 with implementation PDF CE-1would be less than significant. However, because Alternative 2 would have less construction traffic than the Project, and a shorter construction period, its impacts regarding emergency access would be less than the Project.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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); or

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

No tribal cultural resources, as defined in PRC Section 21074, were identified as located on the Project Site during the tribal consultations required by AB 52. Therefore, the Project and Alternative 2 would not cause a substantial adverse change in the significance of tribal cultural resources, and no impact would occur under either.

Water Supply

Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which would cause significant environmental effects?

As indicated in Section 4.20, Water Supply, the Project Site would be served by the 12-inch water line in Wilshire Boulevard and an 8-inch water line in both Ocean Avenue and California Avenue. There is an existing 8-inch water line in Second Court adjacent to the Second Street Parcel. Based on the Capacity Study, the City's water network is capable of satisfying the Project's fire flow requirement, with a minimum residual pressure of 20 psi. Because Alternative 2 would result in less development than the Project on both the Hotel Parcel and Second Street Parcel, and thus less of a demand for domestic water and fire flow, these same conclusions would apply to Alternative 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?

As with the Project, Alternative 2 would incorporate water-efficient fixtures and appliances required under current regulations and would use stormwater or recycled water for landscaping on the Hotel Parcel. As indicated in Section 4.20, the Project, including the use of recycled water and/or stormwater would decrease the potable on-site water demand by approximately 29.5 AFY, or about 33.4 percent, below existing conditions. Alternative 2 would result in a reduction of 40 guestrooms and 39 residential units (10 less on the Hotel Parcel and 29 less on the Second Street Parcel) compared to the Project. The 2015 UWMP analyzes the reliability of the City's water resources to meet water demand for normal, single dry, and multiple dry year scenarios though 2040. Data from the 2015 UWMP shows that during normal year conditions for 2025 (Project buildout), the UWMP estimates the surplus water supply to be 56.5 percent above that needed to meet the estimated population demand. The City's water supplies would be adequate to meet water demand during normal, dry and multiple dry years under both the Project and Alternative 2. No new or expanded water entitlements would be required, and impacts would be less than significant under both the Project and Alternative 2. As water demand would be less under Alternative 2, impacts on water supply would be less than the Project.

Wastewater

Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Similar to the Project, Alternative 2 would redevelop hotel, retail, and residential uses on the Hotel Parcel and new affordable housing on the Second Street Parcel that would result in a net

increase in wastewater flows requiring treatment by the HTP. The Hotel Parcel is currently served by three sewer lines: a 12-inch sewer line in 2nd Street and an 18-inch line in California Avenue and Ocean Avenue. As with the Project, Alternative 2 would implement water conservation measures and would therefore result in a decrease in wastewater flow to the surrounding sewer lines in 2nd Street, California Avenue, and Ocean Avenue compared to existing conditions. Alternative 2, like the Project would replace aging plumbing fixtures and appliances with water efficient components and would use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements. Therefore, as indicated above Alternative 2 would result in a reduced water demand from existing conditions thereby also resulting in a net decrease in wastewater flows requiring conveyance and treatment. Since sufficient infrastructure capacity exists for the Project, and Alternative 2 would result in a reduction of 40 hotel rooms and 39 units compared to the Project, impacts would be less than significant and less than the Project.

With regards to wastewater treatment capacity, as indicated in Section 4.19, the HTP has a dry weather capacity of 450 mgd, currently treats 275 mgd, and has a remaining available capacity 175 mgd. Since Alternative 2, like the Project, would result in a reduction in wastewater, no expansion of wastewater treatment capacity would be required under either the Project and Alternative 2. Impacts would be less than significant and reduced under Alternative 2 compared with the Project.

5.6.2.3 Relationship of the Alternative to the Project Objectives

Alternative 2 would redevelop the Project Site with guestrooms and associated amenities, residential, and retail uses. The redevelopment of the Hotel Parcel would comply with the OT Tier II requirements, resulting in a reduction in overall development on both parcels. This alternative would meet the underlying purpose of the Project since Alternative 2 would modernize the aging facility and improve visitor serving uses. However, with the reduction in development and changes to the site plan that would occur, Alternative 2 would not meet the Project objectives to the same extent as the Project. More specifically, Alternative 2 would partially implement the DCP and LUP (Objective 1) as it would continue to provide guestrooms and visitor service uses and would develop new residential units, both affordable and market rate, within the Downtown. However, Alternative 2 would develop less affordable housing. Providing less housing would not implement City and regional goals to increase housing density near transit to meet housing demand, and achieve regional and Citywide VMT per capita reduction. Furthermore, Alternative 2 would result in 51 less guestrooms than the Project and 40 less guestrooms than exists on the Hotel Parcel today, which would not be consistent with the Coastal Program LUP. In addition, since Alternative 2 would not provide publicly accessible open space and would reduce the number of hotel rooms, Alternative 2 would not improve visitor serving uses (Objective 2). The limited height of Alternative 2 would also result in new buildings that occupy much of the Hotel Parcel and therefore would not provide for height variation, publicly accessible open space, permeability of the parcel, or extensive landscaping (Objective 3). While Alternative 2 would somewhat improve the character of the Downtown, it would not enhance the Downtown to the extent that would result under the Project with the removal of the perimeter walls that would create the visual and physical access to and through the Hotel Parcel and its

historic resources and the provision of ground floor retail that would activate the street (Objective 4). Alternative 2 would result in ~~69~~ 39 less residential units than the Project and would therefore, only partially meet Objective 5. Alternative 2 would partially meet Objective 6 as the alternative would preserve the historic resources through the rehabilitation of the Palisades Building. However, Alternative 2 would not improve public views of the Palisades Building and the Moreton Bay Fig Tree as the Hotel Parcel would be enclosed by buildings and the openness of the Hotel Parcel that would occur under the Project would not occur under Alternative 2. While Alternative 2 would implement sustainability features, the higher-level sustainability goals would not be implemented, such as LEED v3 Gold, (Objective 7). With the reduction in guestrooms, Alternative 2 would not provide the same level of employment opportunities as would the Project (Objective 8). In addition, Alternative 2 would result in less economic and fiscal benefits with the reduction in development (Objective 9). In addition, Alternative 2 would not result in the redevelopment of a Downtown property designated as an ELS in a manner that would accommodate significant new development and provide significant community benefits. For example, Alternative 2 would not provide publicly accessible open space or public art at the intersection of Wilshire Boulevard and Ocean Avenue (Objective 1 and 10). Overall, for the reasons provided above, Alternative 2 would not meet the objectives to the same extent as the Project.

5.6.3 Alternative 3 – Hotel Only on Hotel Parcel (No Condominiums) Alternative

5.6.3.1 Description of the Alternative

Under Alternative 3, the Hotel Only on Hotel Parcel (No Condominiums) Alternative, the Hotel Parcel would be redeveloped with a 312-room hotel and associated amenities, however, the 60 residential condominium units proposed by the Project on the upper floors of the Ocean Building would not be developed. Other than elimination of the residential use on the Hotel Parcel, all other aspects of the hotel use would remain essentially the same as proposed under the Project, with approximately 262,580 sf for hotel guestrooms (312 rooms), 13,000 sf of meeting space; 19,708 sf of food and beverage indoor and outdoor dining space; 6,600 sf of ground floor retail space, and 12,500 sf of spa and fitness space. The total building square footage would be 307,620 sf, a reduction of 194,537 sf compared with the Project, and a 1.6 FAR compared to 2.6 under the Project. With the reduction in residential square footage, 294 parking spaces, or 134 spaces less than the Project, would be provided. With the reduction in the size of the subterranean parking, excavation would be reduced to approximately 120,000 cy, or about 55,000 cy less than the Project.

As with the Project, the two historic resources on the Hotel Parcel, the Moreton Bay Fig Tree and Palisades Building, would remain and would be protected pursuant to a Tree Protection Plan and a Preservation Plan. All other buildings would be demolished.

As with the Project, the California Building would be located adjacent to the Palisades Building along California Avenue and would be 80 feet in height. The Ocean Building under Alternative 3 as with the Project would form a courtyard around the Moreton Bay Fig Tree and similar to the

Project would open out to Ocean Avenue. The maximum height of 84 feet (rather than 130 feet) would be located in the central portion of the Hotel Parcel. The Ocean Building would be 40 feet along 2nd Street and at the 2nd Street and Wilshire Boulevard intersection and would step down to 30 feet along Wilshire Boulevard. As with the Project, ground floor commercial uses would be located along Wilshire Boulevard, which would serve to activate the street frontage.

Alternative 3 would include the same sustainability components as the Project and would incorporate water-efficient fixtures and appliances required under current regulations and would use stormwater or recycled water for landscaping on the Hotel Parcel.

As with the Project, the driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. A vehicular access for employees leading to the subterranean garage would be provided on California Avenue. As with the Project, approximately 52% of the Hotel Parcel would be open space with approximately 14,000 sf of designated publicly accessible open space provided at the intersection of Wilshire Boulevard and Ocean Avenue leading up to the Moreton Bay Fig Tree.

Under Alternative 3 the Second Street Parcel would be redeveloped with market rate units and would include the 20% affordable housing on the parcel. (No affordable housing would be required as a result of the redevelopment of the Hotel Parcel.) In accordance with the WT District standards, the building on the Second Street Parcel would be 50 feet in height (compared to 60 feet under the Project), with a FAR of 2.25 or 33,750 sf. Assuming the same average condominium size as in the Project, 12 units would be developed, three of which would be affordable, compared to the Project, which includes up to 48 units of 100% affordable housing on the Second Street Parcel.[4] The 21 required parking spaces would be provided in a subterranean garage with access from 2nd Court. Approximately 5,475 cy of excavation would be necessary, which would be about 7,050 cy less than under the Project.

5.6.3.2 Environmental Impacts

Aesthetics

Alternative 3 meets applicable criteria under PRC Section 21099(d)(1) as a transit oriented infill project, therefore, aesthetic impacts are not considered significant impacts on the environment. The analyses of impacts to scenic vistas, scenic resources, light and glare and shading are provided for informational purposes only.

Would the project have a substantial adverse effect on a scenic vista?

As discussed in Section 4.1, Aesthetics, panoramic view resources in the area include (1) views of the Santa Monica Bay and Pacific Ocean, (2) views of the Santa Monica Beach and Pier, (3)

4 Nine units would be market rate and three units would be affordable. All units would be 3-bedroom for a total of 36 bedrooms. The affordable units would have a minimum size of 1,080 sf in accordance with the City's Affordable Housing Production Program (AHHP).

views of the Santa Monica mountains as viewed from public locations. Views of the ocean and beaches exist from the western portion of the City, along the Pacific Coast Highway and Ocean Avenue, at the Santa Monica Pier, along Palisades Park, and along the walkways provided at the beaches north and south of the Santa Monica Pier. Limited views of the Santa Monica Mountains to the north are available from north and south corridors such as Ocean Avenue adjacent to the Project Site and Pacific Coast Highway. Distinctive focal views in the Project vicinity include views of the on-site Palisades Building and Moreton Bay Fig Tree, both of which are City of Santa Monica Landmarks, and palm trees along California Avenue. Alternative 3 would reduce the Project's total floor area FAR from 2.6 to 1.6. The California Building would be the same as the Project at a height of 80 feet and the Ocean Building (at mid-block on Ocean Avenue) would be reduced from a maximum height of 130 feet to 84 feet. The Second Street Parcel would be developed to a maximum height of 50 feet compared to 60 feet with the Project.

Although there would be a notable reduction in the height of the Ocean Building due to elimination of the residential units/upper floors of the building, the visual characteristics of Alternative 3 would otherwise be essentially the same as the Project. Views of Santa Monica Bay and Palisades Park would be available across open space in the southwest edge of the Project Site, and views of the Moreton Bay Fig Tree and Palisades Building would be available from the public streets and sidewalks along Ocean Avenue and Wilshire Boulevard. As with the Project, Alternative 3 would not block panoramic views that occur in the background of open street corridors, such as views of the Santa Monica Mountains through north-facing Ocean Avenue, or views of Santa Monica Bay through west-facing Ocean Avenue or California Avenue. Because Alternative 3 would allow the same scenic vistas as under the Project, impacts would be similar.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Distinctive scenic resources characterizing the Project Site include the Renaissance Revival-style Palisades Building and the Moreton Bay Fig Tree, both of which are City of Santa Monica designated historic Landmarks. Although the Project Site is not located within the view field of a state scenic highway, Ocean Avenue is identified as a scenic corridor in the LUP and, as such, emphasizes the importance of the on-site historical landmarks and street trees visible from Ocean Avenue.

As with the Project, Alternative 3 would incorporate publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue. This open space would allow physical and visual access to the Moreton Bay Fig Tree, which would be protected pursuant to a Tree Protection Plan. Alternative 3 would also rehabilitate the Palisades Building pursuant to a Preservation Plan, and would accommodate expanded public views of the Palisades Building from Ocean Avenue, as under the Project. As with the Project, Alternative 3 would not directly remove or damage existing scenic resources, which include the Palisades Building and the Moreton Bay Fig Tree. Also, as with the Project, any removed street trees required for construction would be replaced in accordance with SMMC Section 7.40. Because the site scenic resources would not be damaged

as under the Project, impacts on scenic resources would with Alternative 3 would be similar to the Project.

Would the project conflict with applicable zoning and other regulations that govern scenic quality?

As with the Project, Alternative 3 would be consistent with applicable regulations that govern scenic quality including the maximum development standards and policies of the LUCE, DCP, and SMMC. Alternative 3 would not conflict with the LUCE, and would be designed to be compatible with adjacent uses (Goal LU15), be context sensitive (Policy LU15.3), provide stepbacks and articulation (Policies LU15.11, LU15.8, D8.5), provide pedestrian scale active retail space adjacent to sidewalk (Policies D8.1 and D9.4) and remove open on-grade parking (Policy D9.3). As with the Project, Alternative 3 would provide a similar level of building roofline variation (Policy LU15.10), varied building heights and architectural elements (Policy B1.5 and D8.3, D8.4), publicly accessible open space with pedestrian pathways (Goals LU17, Policy LU17.1), bench seating with ocean views and lively streetscape (Policy B2.2), a prominent work of public art (Policy D9.5), and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk, which would heighted the visual connection and public interest in Palisades Park, directly across the street (Policy D10.2).

Additionally, as with the Project, Alternative 3 would be consistent with Open Space Element objectives to increase accessibility of public open space and to provide public open space and art. Both Alternative 3 and the Project would be consistent with policies of the City's Urban Forest Master Plan for the replacement and/or preservation of trees, and with LUCE and DCP policies related to building articulation, roofline variation and varied building heights. As with the Project, because Alternative 3 would be substantially consistent with zoning and regulations that govern scenic quality, impacts would be less than significant and similar to the Project.

Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Like the Project, lighting for the construction of Alternative 3 could generate minor light spillover in the vicinity of the Project Site, including residential uses to the north and east. However, construction activities are anticipated to occur during daylight hours and construction-related illumination would be used for safety and security purposes only. Both Project and Alternative 3 would not generate substantial light and glare.

Operational landscape lighting for both the Project and Alternative 3 would be similar to existing conditions on-site and along Wilshire Boulevard and Ocean Avenue in the vicinity. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting would be similar to that occurring on the existing Ocean Tower. All outdoor lighting would be in accordance with SMMC Section 9.21.080. Signage lighting would be for building and business identification and consistent with SMMC regulations. As such,

neither the Project nor Alternative 3 would create a new source of substantial light and glare that would adversely affect day or nighttime views in the area. Because of reduced building heights under Alternative 3, lighting as seen from a distance would be reduced. However, along adjacent streets, security lighting, architectural lighting, building materials, and signage would be similar to the Project and less than significant. As such, impacts with respect to light and glare for Alternative 3 would be similar to the Project.

Would the project create shading effects that would interfere with the use of outdoor open space or solar accessibility?

Neither the Project nor Alternative 3 would shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. Therefore, neither the Project nor Alternative 3 would interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses and impacts resulting from shading would be less than significant. Alternative 3 would feature lower buildings (ranging from 30 to 84 feet in height) compared to the Project (ranging from 28 feet to 130 feet in height) and would have less effect on off-site uses and solar accessibility than under the Project. However, because building heights would be reduced compared to the Project, shading of off-site uses would be less under Alternative 3 than under the Project.

Air Quality

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

As compared to the Project, Alternative 3 would have the same number of hotel rooms and square footage for amenities but no residential units would be developed on the Hotel Parcel and the number of units on the Second Street Parcel would be reduced to 12 from 48 units. Like the Project, Alternative 3 would generate emissions that would contribute to basin-wide air pollutant emissions. As with the Project, Alternative 3 would implement PDFs AQ-1 through AQ-4 and would comply with CBC Title 24 (CALGreen), SCAQMD Rule 403, and other applicable regulations including the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. Alternative 3 would also: (1) represent sustainable infill growth density in proximity to mass transit consistent with SCAG RTP/SCS and SB 375 goals to reduce regional VMT; and (2) have a reduced residential population compared to the Project and be consistent with LUCE and SCAG RTP/SCS growth projections. With implementation of these PDFs and compliance with applicable regulations, Alternative 3 would not conflict with the AQMP. Impacts would be less under Alternative 3 than the Project, owing to less development and vehicle trips, and lower associated operational emissions.

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?

Regional Construction Emissions

Under Alternative 3, daily construction emissions would be the same as under the Project as the quantity and type of equipment used would be the same. The duration of construction would be shorter due to less construction and excavation. Because the Project's regional construction emissions would be less than the SCAQMD's significance thresholds for all criteria pollutants and ozone precursors, so too would regional construction emissions under Alternative 3. Impacts would be less than significant with incorporation of PDF's AQ-1 through AQ-2 under both the Project and Alternative 3, with impacts from construction being less under Alternative 3 due to the decrease in construction duration.

Regional Operational Emissions

Operational emissions were assessed for area, energy, mobile, and stationary sources for the Project in Section 4.2, *Air Quality*, with emissions from mobile sources (vehicle trips) making up the largest component of the operational emissions. Under Alternative 3 there would be 96 residential units less than the Project, which would reduce the number of weekday net vehicle trips generated from 1,117 to 631 trips and the number of weekend net trips from 1,367 to 881, with an associated reduction in regional operational emissions. Because of the reduced floor area under Alternative 3, energy and stationary source emissions from building operations would also be less. Similar to the Project, Alternative 3 would be required to meet regulatory energy efficiency requirements and would reduce regional VMT per capita and associated mobile source emissions given its infill nature and proximity to mass transit facilities. Like the Project regional operational emissions associated with Alternative 3 would not exceed SCAQMD significance thresholds for non-attainment pollutants given the alternative's less than significant operational impact. Impacts would less than significant under both the Project and Alternative 3, with impacts less under Alternative 3.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Emissions

Section 4.2, *Air Quality* addresses the Project's impacts from construction and operational air pollutant emissions on nearby sensitive receptors. It also evaluates construction health risks due to toxic air contaminants (TACs) such as diesel emissions (DPM) from construction equipment, and haul trucks. The analysis concludes that the potential increase in NO_x, CO, PM10, PM2.5 and TACs during Project construction would not exceed applicable SCAQMD significance thresholds at the nearest sensitive receptor locations with the inclusion of PDFs AQ-1 through AQ-2. As described previously, construction vehicle trips and activities, and therefore impacts, would be less under Alternative 3 than under the Project. While maximum daily construction impacts would be similar to the Project, construction impacts are considered less under this alternative due to the decrease in construction duration.

Operationally, Alternative 3 would result in an overall decrease in development compared with the Project. This would translate into a reduction in the number of net vehicle trips generated with an associated reduction in regional operational emissions. Because of the reduced floor area under Alternative 3, localized operational emissions would also be less than the Project. Localized operational impacts are less than significant, as with the Project.

Carbon Monoxide Hotspots

Like the Project, Alternative 3 would generate operational vehicle trips that would incrementally increase CO levels at intersections and roadways within one-quarter mile of sensitive receptors. However, as indicated in Section 4.2, *Air Quality*, the Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million, respectively. Because Alternative 3 would result in less operational vehicle trips than the Project, Alternative 3 would similarly not exceed the CAAQS standards and result in CO hotspots. Therefore, impacts would be less than significant under both the Project and Alternative 3, with impacts less under Alternative 3 due to the decrease in trips with the reduction in residential units.

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

Consistent with existing on-site uses and like the Project, Alternative 3 would include hotel and associated amenities and retail/restaurant uses that would not be expected to introduce other emissions including odors that would affect a substantial number of people. All refuse and recycling bins would be covered in designated storage areas and properly maintained to prevent adverse odors, and proper housekeeping practices would be implemented to promote odor control. Therefore, like the Project, construction and operation of Alternative 3 would not create other emissions including odors affecting a substantial number of people, and impacts would be less than significant. Given the similarities in land uses between the Project and Alternative 3, impacts associated with other emissions would be similar to the Project.

Biological Resources

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Under Alternative 3, as with the Project, the Moreton Bay Fig Tree would be preserved and all other existing landscaping would be removed. As with the Project, since landscaping that would be removed could host nests and roosts of migratory birds, Alternative 3 would implement DCP MM BIO-1, which would reduce impacts to a less than significant level. Impacts to nesting birds under Alternative 3 would be the same as under the Project.

Would the project conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?

As with the Project, Alternative 3 would require the removal of a street tree on 2nd Street to provide vehicular access, which would be replaced in accordance with the City requirements. As with the Project, with the closure of the driveway along Wilshire Boulevard, new street trees would also be planted in accordance with the UFMP. In addition, and as with the Project, under Alternative 3 the Moreton Bay Fig Tree would be preserved in accordance with a Tree Protection Plan, and ongoing maintenance of the tree would continue. The driveway pavement surrounding the Moreton Bay Fig Tree would be removed, which as under the Project could provide an overall beneficial effect for the tree. Under Alternative 3, impacts associated with policies and ordinances protecting biological resources would be less than significant and similar to the Project.

Construction Effects

Would construction of the project result in considerable construction-period impacts due to the scope, or location of construction activities?

Similar to the Project, Alternative 3 would include construction activities that would generate temporary aesthetics effects and air emissions, noise/vibration, and vehicle trips. Alternative 3 would result in less development and construction activities than the Project, and thus would generate less total construction aesthetics effects, air emissions, noise/vibration, and vehicle trips than the Project. However, Alternative 3 would result in the use of the same quantity and type of equipment as the Project. Thus, the maximum amount of construction-related air emissions, noise/vibration and vehicle trips on a peak construction day would be similar between the Project and Alternative 3. Similar to the Project, the construction-related aesthetics, air quality, noise, and traffic impacts of Alternative 3 would be less than significant. However, while MM NOISE-2 would reduce potential vibration impacts, as with the Project, because off-site property owners may not consent to mitigation for vibration, vibration impacts to off-site buildings are considered significant and unavoidable under Alternative 3. However, overall, the level of impacts would be less under this alternative than the Project due to less total construction activities and a decrease in construction duration.

Historical Resources

Would the project cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

The Palisades Building and the Moreton Bay Fig Tree on the Hotel Parcel are designated City historical Landmarks. There are no on-site historical resources on the Second Street Parcel. Similar to the Project, Alternative 3 would rehabilitate the Palisades Building and preserve the Moreton Bay Fig Tree. As with the Project, and as described in Section 4.5, *Historical Resources*, of this EIR, impacts to on-site historical resources would be less than significant with implementation of a Tree Protection Plan for the Moreton Bay Fig Tree, a Preservation Plan (PDF

HIST-1) addressing both the Moreton Bay Fig Tree and the Palisades Building, and a mitigation measure (MM NOISE-2) addressing construction vibration effects. However, Alternative 3 would have a reduced indirect impact to historical resources because the Ocean Building would be a maximum height of 84 feet (rather than 130 feet as under the Project). The new Ocean Building under Alternative 3 would be similar in scale to the existing Palisades Building and as such, would be more compatible. With regard to construction impacts, similar to the Project, Alternative 3 would have a potentially significant and unavoidable construction vibration impact to an off-site historical resource, the locally eligible two-story brick Regency Moderne style medical office building at 1137 2nd Street. The consent of off-site property owners, who may not agree, would be required to implement vibration MM NOISE-2. Therefore, overall impacts under Alternative 3 would be less than the Project.

Archaeological Resources

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

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Although the Project Site does not have high potential for buried prehistoric archaeological resources, excavation into undisturbed native soils could uncover such resources. Additionally, the Project Site was used in historic times and there is a potential to encounter historic period archaeological resources related to the Miramar Residence and Hotel, the Westlake Military School (also known as the Santa Monica Military Academy), and domestic dwellings. Excavations for both Alternative 3 and the Project could potentially encounter archaeological resources and cause an adverse change in the significance of such resources. However, under Alternative 3, the spatial extent and depth of excavations at the Project Site would be reduced compared to the Project, reducing the potential to encounter any archaeological resources and/or human remains that may be present at the Project Site. As with the Project, this impact would be less than significant after mitigation. Because of the reduced potential to encounter such resources under Alternative 3, impacts would be less than the Project.

Energy

Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Alternative 3 would develop the same number of hotel rooms and amenities as the Project. However, no residential units would be developed on the Hotel Parcel and the residential units on the Second Street Parcel would be reduced from 48 to 12 units. Under Alternative 3, construction

activities at the Project Site would be reduced from the Project due to the reduction in development. Therefore, energy consumption for construction would be reduced. As with the Project, Alternative 3 would use energy efficient construction equipment as well as implement a construction waste management plan during construction. As such, energy impacts during construction would also be less than significant.

Due to the reduction in building sizes, Alternative 3 would require less energy use from operation of energy sources (i.e., appliances, lighting) and HVAC equipment than the Project, and would generate fewer daily vehicle trips during operation. As with the Project, Alternative 3 would use newer energy efficient appliances, lighting, and equipment and would comply with water conservation, energy conservation, and other sustainability requirements of the City's Green Building Code and SMMC. Both the Project and Alternative 3 would increase urban density in a transit-rich area thereby minimizing vehicle trips. Like the Project, Alternative 3 would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, as with the Project, impacts under Alternative 3 would be less than significant, and less under this alternative than with the Project.

Geology and Soils

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death, involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

No known active or potentially faults underlie the Project Site, and no designated Alquist-Priolo Special Study Fault Zone bisects the Project Site. Therefore, the Project Site is not subject to fault rupture and, the Project and Alternative 3 would not cause potential substantial adverse effects involving fault rupture. Impacts would be less than significant and similar.

During a seismic event, the Project Site could be subject to strong seismic ground shaking. Such shaking would create a potential for damage to structures and hazards to people under both the Project and Alternative 3. However, the associated effects can be mitigated through compliance with the geotechnical engineering design and construction standards specified by the SMBC and the site-specific seismic design parameters in a *Design-Level Geotechnical Report.* Furthermore, both the Project and Alternative 3 would replace older buildings on the Project Site with modern buildings constructed to the latest building code and seismic safety standards and would rehabilitate the Palisades Building, which is a landmark building. With regard to liquefaction and landslides, as indicated in Section 4.8, Geology and Soils, the Project Site is in an area with low liquefaction risk and is not considered to have a potential to cause or be susceptible to landslide hazards. In addition, Project construction and operation would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. As with the Project, Alternative 3 would be required to adhere to the site-specific recommendations of a Final Geotechnical Report. Construction and operation would be similar to that of the Project. Therefore, the Project and Alternative 3 would not cause potential substantial adverse effects

involving strong seismic ground shaking. With regulatory compliance, impacts of Alternative 3 would be similar to the Project and less than significant.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Both the Project and Alternative 3 would require excavation of the Project Site and the construction of new buildings. The Project Site is not considered to have a potential to cause or be susceptible to landslide hazards; is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation; and is located within an area with low liquefaction risk. The soils on the Project Site are not known to have significant expansion potential. Further, construction and operation of the Project would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. Notwithstanding, the Project and Alternative 3 would be subject to applicable regulations, including the SMBC and the site-specific design parameters of a Final Geotechnical Report to be approved by the City Department of Building and Safety, thus minimizing exposure of people or structures to unstable soils or expansive soils. Through compliance with regulatory measures and the Final Geotechnical Report, impacts of the Project and Alternative 3 would be similar and less than significant.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no unique geologic features at the Project Site. However, fossils could potentially be encountered at any depth in previously undisturbed sediments underlying the Project Site. Under Alternative 3, the volume of excavation on both parcels would be reduced from the Project, with less potential to encounter any paleontological resources that may be present at the Project Site. As with the Project, this impact would be less than significant with implementation of DCP MM CR-4a and DCP MM CR-4b, which provides for monitoring of excavation activities and proper identification, treatment and preservation of any resources that may be discovered. Because of the reduced risk to encounter paleontological resources under Alternative 3, impacts would be less than the Project.

Greenhouse Gas Emissions

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

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?

Alternative 3 would have the same number of hotel rooms and square footage of amenities as the Project. However, the number of residential units would be reduced to 12 from 108 units. Both the Project and Alternative 3 would generate GHG emissions during construction and operation. Under the Project, the net increase in annual GHG emissions during construction and operation would be 1,028 metric tons of CO_2e per year, and impacts would be less than significant. Alternative 3 would result in less construction and operational activity, vehicle trips, and energy use than the Project, owing to the reduced amount of development under this alternative. As such, GHG emissions under this alternative would be less.

Alternative 3 would be required to comply with CBC Title 24 (CALGreen), SCAQMD Rule 403, City of Santa Monica Sustainable City Plan, City of Santa Monica Climate Action and Adaptation Plan (CAAP), and other applicable regulations. As with the Project, Alternative 3 would implement the same PDF's AQ-1 through AQ-4 which would reduce GHG emissions. Thus, similar to the Project, Alternative 3 would not conflict with applicable plans, polices or regulations adopted for the purpose of reducing the emissions of GHGs (e.g., the City's LUCE, Sustainable City Plan, CAAP, Green Building Code and SMMC, AB 32, SB 375, etc.). Impacts would be less than significant under both the Project and Alternative 3. Because Alternative 3 would generate fewer GHG emissions than the Project, owing to less development, impacts would be less.

Hazards and Hazardous Materials

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?

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 6592.5, and as a result, it would create a significant hazard to the public or the environment?

Both the Project and Alternative 3 would redevelop the Hotel Parcel and the Second Street Parcel. Buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs, which if present could pose a hazard to the public if released into the environment. Such material would be removed in accordance with regulatory procedures established to protect people during the removal of these materials. No hazardous soil conditions are known to be present within the Hotel Parcel or the Second Street Parcel. The existing UST on the Hotel Parcel, which has not caused adverse soil impacts, would be removed according to regulatory procedures under the oversight of the Santa Monica Fire Department. Since soil contamination could result, as a

cautionary procedure and/or the potential to encounter an unexpected hazardous soil condition, the Project and the Alternative would implement a Soil Management Plan (SMP) during excavation. As with the Project, Alternative 3 would include hotel and associated uses, retail and residential uses, which require the routine use of materials such as those used for household cleaning and maintenance products, pesticides and herbicides, paints, solvents, degreasers, and chemicals associated with swimming pools. These materials would be used in compliance with existing Cal EPA regulations and the Certified Unified Program Agency (CUPA). Through compliance with regulatory measures, impacts of the Project and Alternative 3 due to upset and accident conditions involving the release of hazardous materials into the environment would be similar and less than significant.

The Project Site is not included on a list of hazardous waste/materials sites compiled pursuant to Government Code Section 65962.5; and therefore, the Project and Alternative 3 would not create significant hazards to the public or the environment due to the presence of hazardous materials associated with such listings.

Hydrology and Water Quality

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Like the Project, Alternative 3 could potentially contribute pollutants in stormwater runoff during construction and operation that could drain to impaired receiving waters (e.g., Santa Monica Bay). As with the Project, construction activity under Alternative 3 would be subject to the implementation of BMPs in accordance with the NDPES permit and Santa Monica Urban Runoff Pollution Plan, reducing the potential for pollutants to enter stormwater flows.

Under the Project and Alternative 3, dry weather runoff would not be permitted from leaving the Project Site in accordance with NPDES and City regulations. Stormwater runoff during operations for both the Project and Alternative 3 would be subject to the accumulation of pollutants from hardscape areas of the Project Site. Stormwater runoff during operations for both the Project and Alternative 2 would be subject to the accumulation of pollutants from hardscape areas of the Project Site. As compared to existing conditions, the Project and Alternative 3 would reduce the amount of polluted run-off due to reductions in parking surfaces and other hardscape areas.

During operation, the Project and Alternative 3 would implement drainage system BMPs developed in accordance with the Santa Monica Runoff Conservation and Sustainable Management Ordinance. Alternative 3, as with the Project, would reduce the amount of run-off entering the City's drainage system and ensure that stormwater runoff leaving the Project Site would not significantly impact the water quality of receiving water bodies. Impacts of the Project and Alternative 3 would be similar and less than significant.

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Neither the Project nor Alternative 3 would include new groundwater production wells that could reduce groundwater supply. Further, no groundwater production wells are located in the Project vicinity. Both the Project and Alternative 3 would result in reductions in the amount of impervious surface area that currently occurs on the Project Site although it would not notably affect groundwater infiltration due to the subterranean garage. The impacts of the Project and Alternative 3, would be similar and would be less than significant.

Would the project substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site or in a manner which would result in flooding on- or off-site;

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Project and Alternative 3 would not substantially alter the existing drainage pattern of the Project Site or area since site drainage would continue to be conveyed to the municipal storm drains in the adjacent streets with conveyance to the 90" stormwater pipe in Wilshire Boulevard. In addition, like under the Project, Alternative 3 would not result in substantial erosion or siltation since Alternative 3 would comply with applicable regulations (SWPPP and associated BMPs) that would be implemented during construction in accordance with applicable City and LARWQCB regulations.

Because of the Project Site location within the City's slope instability zone, infiltration would not be allowed. Under Alternative 3, as with the Project, a system to harvest and re-use rainfall for non-potable purposes would be installed, thus reducing Site runoff. The existing 90"~~90'~~ stormwater pipe is considered to be "not deficient" during the 10-year storm and Alternative 3 would not exceed capacity. The Second Street Parcel is below the 15,000 square feet threshold and can therefore, opt to pay a fee in lieu of providing a harvest system.

Construction BMPs selected and the drainage system at the two parcels would be designed and tailored to the site-specific conditions and designs. Therefore, impacts of the Project and Alternative 3 would be similar and less than significant.

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project and Alternative 3 would be implemented in a manner consistent with, and supportive of the City's Sustainable Water Master Plan (SWMP). As with the Project, Alternative 3 would

comply with NPDES and City requirements, where BMPs would be implemented to address water quality and groundwater issues during both construction and operation of the Project. BMPs for the operations of the Hotel Parcel include the installation of a system to harvest and re-use (for non-potable purposes) rainfall on the Project Site. The Second Street Parcel, with less than 15,000 square feet, would include a similar system or pay an in lieu fee that would support conservation and water quality provisions of the SWMP. Therefore, Alternative 3 would result in similar water quality impacts as the Project and would be less than significant.

Land Use and Planning

Would the project physically divide an established community?

Similar to the Project, Alternative 3 would result in the redevelopment of the Hotel Parcel and the Second Street Parcel, and would not change the overall existing pattern of development and circulation in the surrounding area. The continuation of existing hotel, retail, and restaurant uses on the Hotel Parcel would not affect land use patterns. Furthermore, the introduction of residential uses on ~~the Hotel Parcel and~~ the Second Street Parcel would provide infill housing within the Downtown that would be consistent with the mix of uses in the Project vicinity. Development for the Project or Alternative 3 would fall within the existing road and pedestrian grid systems. Similar to the Project, Alternative 3 would not physically divide the community and no impact would occur.

Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project and Alternative 3 would not exceed the development parameters of the ELS (Hotel Parcel) and the Second Street Parcel in terms of allowable building height, density (FAR), and land use as set forth in the DCP. As with the Project, Alternative 3 would provide infill redevelopment in proximity to mass transit within the City and would contribute to a development pattern that supports reduced vehicle miles and improved pedestrian experience in the Downtown. Alternative 3, as with the Project, would incorporate sustainability features to reduce demand on energy and water, and would increase density in an area served by public transit in accordance with SCAG RTP/SCS policies. Both the Project and Alternative 3 would be consistent with the LUCE vision to renovate an aging hotel facility. As with the Project, Alternative 3 would remove walls and hedges along Ocean Avenue and Wilshire Boulevard and replace any removed street trees in accordance with SMMC Section 7.40. In accordance with LUCE, DCP, LUP and the Open Space Element Policies, Alternative 3 would provide 52 percent open space on the Hotel Parcel, including approximately 14,000 square feet of designated publicly accessible open space. In accordance with LUCE and DCP policies, both the Project and Alternative 3 would provide for rehabilitation of the historic Palisades Building, and protection of the Moreton Bay Fig Tree, both of which are City-designated landmarks. Alternative 3 would provide variations in building heights and would meet the design parameters set forth in the LUCE and DCP regarding architectural articulation, variable building heights and roof styles, and

building step-backs that would be achieved with the Project's greater range of building heights and setback areas within the Project Site. The Second Street Parcel would be developed with 12 residential units, 3 of which would be affordable units. Although Alternative 3 would meet the housing goals of the LUCE, DPC, and Housing Element to incorporate affordable housing, it would not do so to the same extent as the Project which incorporates up to 48 units of 100% affordable housing. Neither the Project nor Alternative 3 would conflict with the applicable policies of local and regional plans designed for the purpose of avoiding or mitigating an environmental impact and, as such land use impacts would be less than significant under both. However, because the Project would implement more DCP and LUP policies with respect to building design and land use, impacts due to a conflict with a plan would be less under the Project than under Alternative 3.

Neighborhood Effects

Would the project have considerable effects on the neighborhoods in which they are located?

Both Alternative 3 and the Project would result in a net increase in development at the Project Site, and associated operational activities, that would generate neighborhood effects within the Downtown. The Project would result in less than significant neighborhood effects in terms of aesthetics, land use, noise, and air quality, and with significant unavoidable neighborhood effects in terms of traffic impacts on operational intersection and street segment LOS. Alternative 3 would result in similar impacts, owing to the increase in net new development under this alternative, although the level of these impacts would be less than under the Project owing to the comparative reduction in development. With the approximately 44% reduction in trips that would occur under Alternative 3 compared to the Project, Alternative 3 would result in one less intersection impact in Future Year 2025 at the Ocean Avenue & California Avenue intersection (No. 3). In addition, significant impacts would be reduced at the Lincoln Boulevard & California Avenue (No. 42) as the weekend significant impact would not result (but the weekday A.M. significant impact would remain). In addition, with the reduction in trips, street segment impacts would be less under Alternative 3 but would remain significant and unavoidable along five street segments. Overall, neighborhood effects would be incrementally less under Alternative 3 than under the Project.

Noise and Vibration

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

Construction

Similar to the Project, construction of Alternative 3 would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. Construction noise levels would temporarily increase ambient noise levels at surrounding land uses including noise sensitive receptors. While construction activities would generally occur

during the allowable daytime hours and would not reach or exceed the human hearing threshold for pain, maximum construction noise levels, when added to the ambient noise levels, could temporarily and periodically exceed the City's allowable exterior noise levels at nearby sensitive receptors. Impacts would be reduced to less than significant with MM NOISE-1. Alternative 3 would generate the same daily construction noise impacts as the Project since the quantity and type of construction equipment used would be the same. While maximum daily construction noise impacts would be similar to the Project, such impacts are considered less under this alternative due to the decrease in the overall construction duration. Therefore, construction noise impacts under Alternative 3 would be less than significant and would be less than the Project.

Operation

Both operation of the Project and Alternative 3 would increase noise levels at adjacent noise sensitive receptors due to mechanical equipment for the buildings, use of outdoor open space, and vehicle trip generation. Similar to the Project, Alternative 3 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, as well, as on-site parking and open space areas, which would produce noise. However, there could be fewer equipment and reduced open space areas compared to the Project. Under Alternative 3, the net increase in development at the Project Site would be 96 residential units less than the Project, which would translate into a reduction in the number of weekday net vehicle trips generated from 1,117 to 631 trips and weekend net trips from 1,367 to 881, with an associated reduction in operational traffic noise. Therefore, operational noise impacts under Alternative 3 would be less than that of the Project. Similar to the Project, operational noise impacts would be less than significant.

Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Construction

As analyzed in Section 4.14, Noise and Vibration, during construction, groundborne vibration would be generated from the use of heavy construction equipment at the Project Site, which could potentially expose existing sensitive land uses surrounding the Project Site to excessive vibration. Project construction could result in the operation of vibratory equipment at distances that would result in vibration velocities potentially exceeding the criteria of 0.25 in/sec PPV at the on-site Palisades Building and Regency Moderne Medical Office (south of the Second Street Parcel) and the criteria of 0.3 in/sec PPV at The Huntley Hotel, thus resulting in a potentially significant impact. To reduce potential structural damage vibration impacts from vibratory equipment to be used during specific construction phases, MM NOISE-2 is prescribed. Daily construction vibration levels for Alternative 3 would be similar to those of the Project since the quantity and type of equipment used would be the same. While maximum daily construction impacts would be similar to the Project, construction vibration impacts are considered less under this alternative due to the decrease in the overall construction duration. Therefore, construction vibration impacts under Alternative 3 would be less than that of the Project. However, similar to the Project, construction vibration impacts would be significant and unavoidable.

Operation

Under Alternative 3, the net increase in development at the Project Site would be 96 residential units less than the Project. Similar to the Project, Alternative 3 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels. However, there would be fewer equipment compared to the Project given the reduced development. Therefore, operational vibration impacts under Alternative 3 would be slightly less than the Project. Similar to the Project, operational vibration impacts would be less than significant.

Police Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Similar to the Project, construction and operational activities under Alternative 3 would create a demand for police protection services and could potentially slow emergency response times and interfere with emergency access. However, under Alternative 3 the amount of development would be reduced, resulting in less on-site activity and reduced demand for police protection services. As with the Project, adequate emergency access would be maintained through implementation of the required Construction Management Plan and City (including SMPD) review/approval of the proposed site plan. The Project and Alternative 3 would include provisions for reducing demand for police services including the implementation of a security plan per DCP MM PS-2, Project design/security features that would enhance safety (including a dedicated 24-hour, on-site department responsible for security), and site plan review of the Project's design features per the provisions of SMMC Section 3.68 (Comprehensive Crime Prevention program). Therefore, Alternative 3, like the Project, would not require new or expanded police protection facilities, the construction of which could cause significant environmental impacts, and impacts would be less than significant. Because Alternative 3 would result in less development and thus generate less demand for police protection services impacts would be less than the Project.

Fire Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, need for new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Similar to the Project, construction and operational activities under Alternative 3 would create a demand for fire protection services and fire flow, and could potentially slow emergency response times and interfere with emergency access. Alternative 3 would, like the Project, carry out its construction activities in accordance with a City-approved Construction Impact Mitigation Plan

(CIMP). Alternative 3 would be designed to comply with all applicable fire protection regulations. SMFD site plan review would ensure incorporation of required fire protection safety features as required by the Fire Code. Therefore, Alternative 3, would like the Project, not require construction of new or expanded fire protection facilities to maintain adequate service levels that would result in physical environmental impacts. Because Alternative 3 would result in less development and thus less demand for fire protection services, impacts would be less than the Project and less than significant.

Transportation

Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Alternative 3 would redevelop the Hotel Parcel with hotel, associated uses, and retail uses and develop new affordable housing on the Second Street Parcel. Without residential uses on the Hotel Parcel, the amount of development and site activity of Alternative 3 would be reduced from the Project. With a notable reduction in residential units from a maximum of 108 units to 12 units, Alternative 3 would reduce the number of vehicle trips. However, it would also result in lower contributions to the number of public transit trips, bicycle trips and pedestrians with accessibility to the Downtown entertainment, service, and visitor attractions.

The primary goals of the LUCE and SCAG's 2016 RTP/SCS with regard to alternate transportation in Santa Monica are focused on shifting trips away from single-occupancy vehicles to more sustainable modes of travel such as transit, bicycling, and walking. To achieve this goal, the LUCE encourages the development of mixed-use communities with attractive and safe bicycle and pedestrian facilities that are also well connected to high-capacity and frequent transit service. Both Alternative 3 and the Project would: (1) represent a mixed-use development and the intensification of urban density on an infill site within the Downtown in proximity to transit (including the Expo LRT Downtown Santa Monica Station and multiple Santa Monica Big Blue Bus and Metro bus lines); (2) include pedestrian improvements along Wilshire Boulevard, Ocean Avenue, and 2nd Street (such as new sidewalks), improvements to the on-site pedestrian network, and new bicycle parking; and (3) implement a TDM program (PDF TR-1) to encourage the use of alternative transportation and reduce single occupancy vehicle trips and VMT as much as possible.

Hence, both the Project and Alternative 3 would result in less than significant impacts in terms of consistency with circulation plans/programs/policies. However, the benefits of accessibility to alternative transportation would be mostly limited to a visitor population, with only a small number of new residents contributing to the efficiency associated with increases in pedestrian activity. Therefore, impacts would be greater under Alternative 3 due to reduced intensification of density in proximity to transit and less use of alternative transportation.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Vehicle Miles Travelled

Following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project and Alternative 3 would be presumed to have a less than significant transportation impact, based on its accessibility to public transit, FAR, and parking provisions. Therefore, no further VMT analysis is required. Nonetheless, a quantitative VMT analysis has been prepared for informational purposes following the guidance in OPR's Technical Advisory. Since ~~the City of Santa Monica has not yet adopted~~ adoption of the VMT thresholds postdates ~~and because~~ the Project ~~predates the applicability of Section 15064.3~~ and release of the EIR, no determination of significance is made.

As presented in Section 4.17 Transportation, a quantitative VMT analysis of the Project estimates that the Project would result in 9.9 VMT per employee, which is about half of the existing citywide average of 19.2 VMT per employee. In comparison to the regional average for Los Angeles County, the Project's 9.9 VMT per employee is more than 15% below existing regional average of 18.41 VMT per employee. The Project's residential VMT rate of 10.7 VMT per capita is slightly greater than the citywide average of 9.0 VMT per capita. In comparison to the regional average for Los Angeles County, the Project's 10.7 VMT per capita is more than 15% below existing regional average of 13.44 VMT per capita. As shown in Table 5- 2, Alternative 3's weekday daily trip generation would be approximately 44 percent less than that of the Project. Therefore, Alternative 3 would generate less total VMT than the Project and Alternative 3's per-capita VMT rates would be less than those of the Project while the per-employee VMT rates would be similar to those of the Project.

Intersection Operations

As indicated in Table 5-2, Alternative 3 would generate an estimated net increase of 881 weekend daily trips and 63 weekend peak hour trips, which would be 36 percent less and 34 percent less than that of the Project for weekend daily trips and weekend peak hour trips, respectively. (The Project would generate an estimated net increase of 1,367 weekend daily trips and 96 weekend peak hour trips.)

As shown in Table 5-3, *Comparison of Project and Alternatives Intersection Impacts,* using the City's adopted LOS significance thresholds for intersections, the Project would result in significant impacts prior to mitigation at four of the 51 analyzed intersections during one or more of the peak periods analyzed. The fewer trips associated with Alternative 3 would avoid the Project's Future Year significant impacts at Ocean Avenue & California Avenue (Study Intersection 3) and the Project's significant weekend peak hour impact at Lincoln Boulevard & California Avenue (Intersection 42).

For the Project, a feasible mitigation measure is available for one of the significantly impacted intersections, reducing the number of significantly impacted intersections to three. MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. Under Alternative 3, in the year 2020 with the implementation of the mitigation

measure, the three impacted intersections would be the same as under the Project. In the year 2025 Alternative 3'would avoid the Project's significant impacts at Intersection 3. Intersection impacts of Alternative 3, after mitigation would remain significant at three locations in year 2020 and would be reduced to two locations in year 2025, in contrast to three with the Project. Thus, overall intersection impacts under Alternative 3 would be less than those of the Project.

Street Segment Operations

Using the City's adopted significance thresholds for street segments, both the Project and Alternative 3 would generate an increase in operational vehicle trips that would exceed applicable base ADT standards, resulting in significant impacts along five of the 11 street segments that were analyzed. As shown in Table 5-4, *Comparison of Project and Alternatives Street Segment Impacts,* the following five street segments would be impacted: 2nd Street between Wilshire Boulevard and California Avenue (Segment 2), California Avenue between Ocean Avenue and 2nd Street (Segment 8), California Avenue between 2nd Street and 3rd Street (Segment 9), California Avenue between 3rd Street and 4th Street (Segment 10), and California Avenue between 4th Street and 5th Street (Segment 11).

No feasible mitigation is available to mitigate these impacts for the Project or Alternative 3. Therefore, both the Project and Alternative 3 would result in significant unavoidable street segment impacts. The level of impact would be less under Alternative 3 owing to its reduced level of trips generated on the street segments.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The site designs for the Project and Alternative 3 would not include hazardous design features such as sharp curves or dangerous intersections. Driveways, loading areas, and entry/exit points would be designed to be compliant with City Code requirements. Therefore, impacts of the Project and Alternative 3 would be similar and would result in less than significant impacts with regard to hazards due to geometric design features.

Would the project result in inadequate emergency access?

The Project and Alternative 3 would redevelop the Hotel Parcel with hotel, associated uses, and retail uses and develop new affordable housing on the Second Street Parcel. However, the amount of development would be less under Alternative 3 than with the Project. As with the Project, Alternative 3 would close the existing Site access from Wilshire Boulevard and Project Site access would be provided from surrounding streets and would be reviewed and approved by multiple City Departments to ensure compliance with City requirements and the provision of adequate emergency access. Neither the Project nor Alternative ~~2~~3 proposes the closure or major modification of adjacent access streets.

During construction, truck and worker travel to and from the Project Site, temporary lane closures or sidewalk closures, and large haul trucks and other heavy equipment on Downtown streets may

disrupt traffic flows thereby potentially resulting in short-term significant impacts. However, significant impacts would be avoided through implementation of PDF CE-1, which would require the implementation of a CIMP consistent with DCP MM T-1. The CIMP would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. Therefore, construction traffic impacts of the Project and Alternative 3 with implementation PDF CE-1would be less than significant. However, because Alternative 3 would have less construction traffic than the Project, and a shorter construction period, its impacts regarding emergency access would be less than the Project.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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); or

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

No tribal cultural resources, as defined in PRC Section 21074, were identified as located on the Project Site during the tribal consultations required by AB 52. Therefore, the Project and Alternative 3 would not cause a substantial adverse change in the significance of tribal cultural resources, and no impact would occur under either.

Water Supply

Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which would cause significant environmental effects?

As indicated in Section 4.20, Water Supply, the Project Site would be served by the 12-inch water line in Wilshire Boulevard and an 8-inch water line in both Ocean Avenue and California Avenue. There is an existing 8-inch water line in Second Court adjacent to the Second Street Parcel. Based on the Capacity Study, the City's water network is capable of satisfying the Project's fire flow requirement with a minimum residual pressure of 20 psi. Alternative 3 would have the same number of guestrooms and associated facilities as the Project but would result in 96 less residential units (no residential units on the Hotel Parcel and 12 residential units on the Second Street Parcel), Alternative 3 would have less demand for domestic water and fire flow compared with the Project. Impacts under Alternative 3 would be less than significant and less than the Project.

Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As with the Project, Alternative 3 would incorporate water-efficient fixtures and appliances required under current regulations and would use stormwater or recycled water for landscaping on the Hotel Parcel. As indicated in Section 4.20, the Project, including the use of recycled water and/or stormwater would decrease the potable on-site water demand by approximately 29.5 AFY, or about 33.4 percent, below existing conditions. Alternative 3 would develop 312 guestrooms and associated amenities as under the Project but would result in a reduction of 96 residential units (no residential units on the Hotel Parcel and 36 less units on the Second Street Parcel) compared to the Project. The 2015 UWMP analyzes the reliability of the City's water resources to meet water demand for normal, single dry, and multiple dry year scenarios though 2040. Data from the 2015 UWMP shows that during normal year conditions for 2025 (Project buildout), the UWMP estimates the surplus water supply to be 56.5 percent above that needed to meet the estimated population demand. The City's water supplies would be adequate to meet water demand during normal, dry and multiple dry years under both the Project and Alternative 3. No new or expanded water entitlements would be required, and impacts would be less than significant under both the Project and Alternative 3. As water demand would be less under Alternative 3, impacts on water supply would be less than the Project.

Wastewater

Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Similar to the Project, Alternative 3 would redevelop hotel, retail, and associated uses on the Hotel Parcel and new residential uses on the Second Street Parcel. The Hotel Parcel is currently served by three sewer lines: a 12-inch sewer line in 2nd Street and an 18-inch line in California Avenue and Ocean Avenue. As with the Project, Alternative 3 would implement water conservation measures and would therefore result in a decrease in wastewater flow to the surrounding sewer lines in 2nd Street, California Avenue, and Ocean Avenue compared to existing conditions. Alternative 3, like the Project would replace aging plumbing fixtures and appliances with water efficient components and would use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements. Therefore, Alternative 3 would result in a reduced water demand from existing conditions thereby also resulting in a net decrease in wastewater flows requiring conveyance and treatment. Since sufficient infrastructure capacity exists for the Project, and Alternative 3 would result in a reduction of 96 residential units compared to the Project, impacts would be less than significant and less than the Project.

With regards to wastewater treatment capacity, as indicated in Section 4.19, the HTP has a dry weather capacity of 450 mgd, currently treats 275 mgd, and has a remaining available capacity 175 mgd. Since Alternative 3, like the Project, would result in a reduction in wastewater, no expansion of wastewater treatment capacity would be required under either the Project and Alternative 3. Impacts would be less than significant and reduced under Alternative 3 compared with the Project.

5.6.3.3 Relationship of the Alternative to the Project Objectives

Alternative 3 would redevelop the Hotel Parcel with hotel, associated amenities, and retail uses and new residential on the Second Street Parcel. This alternative would meet the underlying purpose of the Project since Alternative 3 would modernize the aging hotel and improve visitor serving uses. However, with the elimination of the residential on the Hotel Parcel and changes to the site plan that would occur, Alternative 3 would not meet several of the Project objectives to the same extent as the Project.

Alternative 3 would partially implement the DCP (Objective 1) as it would redevelop a property designated as an ELS, and provide significant community benefits through publicly accessible open space and public art at the intersection of Wilshire Boulevard and Ocean Avenue (Objectives 1 and 10). Alternative 3 would provide 312 guestrooms, visitor service uses, and retail uses in the Hotel Parcel and 12 3-bedroom units on the Second Street Parcel, of which 3 units would be affordable. However, because Alternative 3 would provide no residential uses on the Hotel Parcel and only 12 units on the Second Street Parcel, compared to the Project, which would provide 60 condominium units in the Hotel Parcel and up to 48 all affordable units on the Second Street Parcel, it would not meet the DCP policy to increase residential uses in the Downtown to the same extent as the Project. However, through the upgrade of the existing Hotel Parcel, Alternative 3 would meet Objective 2 to improve visitor-serving uses.

Although the maximum building height (84 feet) and three other buildings ranging in heights from 30 feet to 80 feet would allow for architectural variation and iconic design, the range is more limited than under the Project and would have less potential to provide variations in roof design and other features of iconic architecture compared to the Project (Objective 3). As with the Project, Alternative 3 would contribute to the character of the Downtown through the removal of walls and providing visual and physical access to and through the parcel and its historic resources and the provision of ground floor retail that would activate the street (Objective 4). Without any residential units on the Hotel Parcel, Alternative 3 would not meet Objective 5 to create market rate and affordable housing in proximity to transit to the same extent as the Project. Alternative 3 would meet Objective 6, as it would preserve the on-site historic resources. Alternative 3 would also improve public views of the Palisades Building and the Moreton Bay Fig Tree through the removal of the existing walls and opening the street front to a public plaza. As with the Project, Alternative 3 would implement sustainability features (Objective 7). Alternative 3 would provide a similar level of employment opportunities associated with the hotel and retail use as would the Project (Objective 8). However, Alternative 3 would result in fewer economic and fiscal benefits with the reduction in overall development (Objective 9). Alternative 3 would not meet Objective 10 related to the provision of affordable housing to the same extent as the Project although

Alternative 3 would meet the approvals related to the provision of publicly-accessible open space and preservation of the landmark Palisades Building and Moreton Bay Fig Tree. Overall, for the reasons provided above, Alternative 3 would not meet the objectives to the same extent as the Project.

5.6.4 Alternative 4 – Reduced Density Alternative

5.6.4.1 Description of the Alternative

Under Alternative 4, Reduced Density Alternative, the Hotel Parcel would be developed with a 2.0 FAR, or 384,000 sf of floor area (reduction of 118,157 sf compared with the Project), and a maximum building height of 84 feet compared with 130 feet under the Project. For this alternative, the hotel and residential units are scaled down proportionally compared with the Project. Thus, the hotel would contain 226 guestrooms (190,197 sf) and associated amenities, which would be 86 rooms less than the Project. The amenities would remain the same as the Project, including 13,000 sf of meeting space; 19,708 sf of food and beverage indoor and outdoor dining space; 6,600 sf of ground floor retail space, and 12,500 sf of spa and fitness space. Under Alternative 4, 45 three-bedroom condominiums occupying 148,763 sf would be developed rather than 60 under the Project. With the reduction in size, Alternative 4 would provide 314 parking spaces in a subterranean garage, which would be 114 spaces less than the Project. With the reduction in parking, the amount of excavation for the subterranean garage would be reduced to approximately 128,500 cy of excavation, which would be about 26,500 cy less than under the Project.

As with the Project, the two historic resources on the Hotel Parcel would remain and would be protected and all of the other buildings would be demolished. As with the Project, under this alternative the California Building, located adjacent to the Palisades Building along California Avenue, would be 80 feet in height. The Ocean Building would be a maximum of 84 feet in height. The portion of the Ocean Building along the 2nd Street frontage and in the central portion of the Project Site running between Ocean Avenue and 2nd Street to the north of the Moreton Bay Fig Tree would be 84 feet in height. The portion of the Ocean Building along Wilshire Boulevard would step down from 84 feet in height at the 2nd Street and Wilshire Boulevard intersection to 30 feet in height along the remainder of the Wilshire Boulevard frontage. As with the Project, ground floor commercial uses would be located along Wilshire Boulevard, which would serve to activate the street frontage.

As with the Project, the driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. A vehicular access for employees leading to the subterranean garage would be provided on California Avenue.

With the reconfiguration of the buildings, under Alternative 4 as with the Project, approximately 52% of the Hotel Parcel would be open space. The open space would include approximately 14,000 sf of designated publicly accessible open space provided at the intersection of Wilshire Boulevard and Ocean Avenue opening up to the Moreton Bay Fig Tree.

Under Alternative 4, the Second Street Parcel would be redeveloped in order to meet the DCP's affordable housing requirement of ~~12~~13 affordable units to meet the 25% requirement of affordable units for the 45 condominiums that would be developed on the Hotel Parcel. However, with the WT standards, the building on the Second Street Parcel would be 50 feet in height with a FAR of 2.25 or 33,750 sf, thereby providing sufficient floor area for six market rate units, which result in the need for one additional affordable unit. Therefore, the redevelopment of the Second Street Parcel would provide a total of 19 three-bedroom dwelling units.[5] The 25 required parking spaces would be provided in a subterranean garage with access from 2nd Court. Approximately 6,500 cy of excavation would be necessary, which would be about 6,025 cy less than under the Project.

5.6.4.2 Environmental Impacts

Aesthetics

Alternative 4 meets applicable criteria under PRC Section 21099(d)(1) as a transit oriented infill project and, therefore, impacts pertinent to scenic vistas, scenic resources, light and glare and shading are provided for informational purposes only.

Would the project have a substantial adverse effect on a scenic vista?

As discussed in Section 4.1, Aesthetics, panoramic view resources in the area include (1) views of the Santa Monica Bay and Pacific Ocean, (2) views of the Santa Monica Beach and Pier, (3) views of the Santa Monica mountains as viewed from public locations. Views of the ocean and beaches exist from the western portion of the City, along the Pacific Coast Highway and Ocean Avenue, at the Santa Monica Pier, along Palisades Park, and along the walkways provided at the beaches north and south of the Santa Monica Pier. Limited views of the Santa Monica Mountains to the north are available from north and south corridors such as Ocean Avenue adjacent to the Project Site and Pacific Coast Highway. Distinctive focal views in the Project vicinity include views of the on-site Palisades Building and Moreton Bay Fig Tree, both of which are City of Santa Monica Landmarks, and palm trees along California Avenue.

Alternative 4 would reduce the Project's total floor area FAR from 2.6 to 2.0. The California Building would be the same as the Project's at a height of 80 feet and the Ocean Building (at mid-block on Ocean Avenue) would be reduced from a maximum of 130 feet to a maximum of 84 feet. Views of Santa Monica Bay and Palisades Park would be available across open space in the southwest edge of the Project Site under both the Project and Alternative 4. As with the Project, views of the Moreton Bay Fig Tree and Palisades Building would be available from the public streets and sidewalks along Ocean Avenue and Wilshire Boulevard. As with the Project, Alternative 4 would not block panoramic views that occur in the background of open street

[5] Thirteen units would be affordable (12 for the 45 condominiums on the Hotel Parcel + 1 for the 6 units on the Second Street Parcel) and six would be market rate. All units would be 3-bedroom for a total of 57 bedrooms. The affordable units would have a minimum size of 1,080 sf in accordance with the City's Affordable Housing Production Program (AHHP).

corridors, such as views of the Santa Monica Mountains through north-facing Ocean Avenue, or views of Santa Monica Bay through west-facing Ocean Avenue or California Avenue. Because Alternative 4 would allow views of the same scenic vistas as under the Project, impacts would be similar.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Distinctive scenic resources characterizing the Project Site include the Renaissance Revival-style Palisades Building and the Moreton Bay Fig Tree, both which are City of Santa Monica designated historic Landmarks. Although the Project Site is not located within the view field of a state scenic highway, Ocean Avenue is identified as a scenic corridor in the LUP and, as such, emphasizes the importance of the on-site historical landmarks and street trees visible from Ocean Avenue.

Alternative 4 would incorporate publicly accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, as under the Project. The open space would allow physical and visual access to the Moreton Bay Fig Tree, which would be protected pursuant to a Tree Protection Plan. Alternative 4, as with the Project, would also rehabilitate the Palisades Building pursuant to a Preservation Plan and accommodate expanded public views of the Palisades Building from Ocean Avenue. As with the Project, Alternative 4 would not directly remove or damage existing scenic resources. Also, as with the Project, any removed street trees would be replaced in accordance with SMMC Section 7.40. Because the public enjoyment of on-site scenic resources would be enhanced as under the Project, impacts on scenic resources would be similar to those of the Project.

Would the project conflict with applicable zoning and other regulations that govern scenic quality?

As with the Project, Alternative 4 would be consistent with regulations that govern scenic quality including the development standards of the LUCE, DCP, and SMMC. Alternative 4 would not conflict with the LUCE, and would be designed to be compatible with adjacent uses (Goal LU15), be context sensitive (Policy LU15.3), provide stepbacks and articulation (Policies LU15.11, LU15.8, D8.5), provide pedestrian scale active retail space adjacent to sidewalk (Policies D8.1 and D9.4) and remove open on-grade parking (Policy D9.3). As with the Project, Alternative 3 would provide a similar level of building roofline variation (Policy LU15.10), varied building heights and architectural elements (Policy B1.5 and D8.3, D8.4), publicly accessible open space with pedestrian pathways (Goals LU17, Policy LU17.1), bench seating with ocean views and lively streetscape (Policy B2.2), a prominent work of public art (Policy D9.5), and a verdant garden area located adjacent to an expanded Ocean Avenue sidewalk, which would heighted the visual connection and public interest in Palisades Park, directly across the street (Policy D10.2). As with the Project, Alternative 4 would be consistent with Open Space Element objectives to increase accessibility of public open space and to provide public open space and art. Both Alternative 4 and the Project would be consistent with policies of the City's

UFMP for the replacement and/or preservation of trees. As with the Project, because Alternative 4 would not exceed height limitations or densities set for the Project Site under the DCP, it would be substantially consistent with zoning and regulations that govern scenic quality, and impacts would be less than significant and similar.

Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

As with the Project, lighting for construction of Alternative 4 could generate minor light spillover in the vicinity of the Project Site, including residential uses to the north and east. However, construction activities are anticipated to occur during daylight hours and construction-related illumination would be used for safety and security purposes only. Both Project and Alternative 4 would not generate substantial light and glare. Operational landscape lighting for both the Project and Alternative 4 would be similar to existing conditions on-site and along Wilshire Boulevard and Ocean Avenue in the vicinity. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting would be similar to that occurring on the existing Ocean Tower. All outdoor lighting would be in accordance with SMMC Section 9.21.080. Signage lighting would be for building and business identification and consistent with SMMC regulations. As such, neither the Project nor Alternative 4 would create a new source of substantial light and glare that would adversely affect day or nighttime views in the area. Because of reduced building heights under Alternative 4 compared with the Project, lighting as seen from a distance would be reduced. However, along adjacent streets, security lighting, architectural lighting, building materials, and signage would be similar to that of the Project. As such, impacts with respect to light and glare would be similar.

Would the project create shading effects that would interfere with the use of outdoor open space or solar accessibility?

Neither the Project nor Alternative 4 would shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. Therefore, neither the Project nor Alternative 4 would interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses and impacts resulting from shading would be less than significant. Alternative 4 would result in lower buildings (ranging from 30 to 84 feet in height) compared to the Project (ranging from 28 feet to 130 feet in height) and would have less effect on off-site uses and solar accessibility. However, because building heights would be reduced compared to the Project, shading of off-site uses would be less under Alternative 4 than under the Project.

Air Quality

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

As compared to the Project, Alternative 4 would reduce the number of hotel rooms by 86 from 312 rooms to 226, while all amenities would remain the same. In addition, 45 residential units

would be developed on the Hotel Parcel and 19 units on the Second Street Parcel, resulting in a reduction of 44 units. Like the Project, Alternative 4 would generate emissions that would contribute to basin-wide air pollutant emissions. As with the Project, Alternative 4 would implement PDFs AQ-1 through AQ-4 and would comply with CBC Title 24, CALGreen, SCAQMD Rule 403, and other applicable regulations including the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. Alternative 4 would also: (1) represent sustainable infill growth in proximity to mass transit consistent with SCAG RTP/SCS and SB 375 goals to reduce regional VMT; and (2) have a reduced residential population compared to the Project and would be consistent with LUCE and SCAG RTP/SCS growth projections. With implementation of these PDFs and compliance with applicable regulations, Alternative 4 would not conflict with the AQMP. However, impacts would be less under Alternative 4 than under the Project, owing to less development and vehicle trips, and lower associated operational emissions.

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?

Regional Construction Emissions

Under Alternative 4, daily construction emissions would be the same as under the Project as the quantity and type of construction equipment used would be the same. The duration of construction would be shorter due to less construction and excavation. Because the Project's regional construction emissions would be less than the SCAQMD's significance thresholds for all criteria pollutants and ozone precursors, so too would regional construction emissions under Alternative 4. Impacts would be less than significant with incorporation of PDF's AQ-1 through AQ-2 under both the Project and Alternative 4, with impacts from construction being similar or less under Alternative 4 due to the decrease in the overall construction duration.

Regional Operational Emissions

Operational emissions were assessed for area, energy, mobile, and stationary sources for the Project in Section 4.2, *Air Quality*, with emissions from mobile sources (vehicle trips) making up the largest component of the operational emissions. Under Alternative 4, the number of hotel rooms and residential units to be developed on the Hotel Parcel would be less than the Project~~,~~. This would translate into a reduction in the number of weekday net vehicle trips generated from 1,117 to 641 trips and weekend net trips from 1,367 to 628, with an associated reduction in regional operational emissions. Because of the reduced floor area under Alternative 4, area, energy and stationary source emissions from building operations would also be less. Similar to the Project, Alternative 4 would be required to meet regulatory energy efficiency requirements and would reduce regional VMT per capita and associated mobile source emissions given its infill nature and proximity to mass transit facilities. Like the Project regional operational emissions associated with Alternative 4 would not exceed SCAQMD significance thresholds for non-attainment pollutants given the Project's less than significant operational impact. Impacts would less than significant under both the Project and Alternative 4, with impacts less under Alternative 4.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Emissions

Section 4.2, *Air Quality* addresses the Project's impacts from construction and operational air pollutant emissions on nearby sensitive receptors. It also evaluates construction health risks due to toxic air contaminants (TACs) such as diesel emissions (DPM) from construction equipment, and haul trucks. The analysis concludes that the potential increase in NO_x, CO, PM10, PM2.5 and TACs during construction of the Project would not exceed applicable SCAQMD significance thresholds at the nearest sensitive receptor locations with the inclusion of PDFs AQ-1 through AQ-2. As described previously, construction vehicle trips and activities, and therefore impacts, would be less under Alternative 4 than under the Project. While maximum daily construction impacts would be similar to the Project, construction impacts are considered less under this alternative due to the decrease in the overall construction duration.

Operationally, Alternative 4 would result in an overall decrease in development compared with the Project. This would translate into a reduction in the number of net vehicle trips generated with an associated reduction in regional operational emissions. Because of the reduced floor area under Alternative 4, localized operational emissions would also be less than the Project. Localized operational impacts would be less than significant, as with the Project.

Carbon Monoxide Hotspots

Like the Project, Alternative 4 would generate operational vehicle trips that would incrementally increase CO levels at intersections and roadways within one-quarter mile of sensitive receptors. However, as indicated in Section 4.2, *Air Quality*, the Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million, respectively. Because Alternative 4 would result in less operational vehicle trips than the Project as indicated above, Alternative 4 would similarly not exceed the CAAQS standards. Therefore, impacts would be less than significant under both the Project and Alternative 4, with impacts less under Alternative 4 due to the proportionate decrease in trips.

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

As detailed under Regional Construction Emissions and Regional Operational Emissions above, because of the reduced VMT and reduced floor area under Alternative 4, emissions from building construction and operations would be less than the Project. Similar to the Project, Alternative 4 would be required to meet regulatory energy efficiency requirements and would reduce regional VMT per capita and associated mobile source emissions given its infill nature and proximity to mass transit facilities. Like the Project, it is conservatively assumed that regional emissions associated with Alternative 4 would not exceed SCAQMD significance thresholds for attainment pollutants. Impacts would be less than significant under both the Project and Alternative 4, with impacts less under Alternative 4.

Biological Resources

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Under Alternative 4, as with the Project, the Moreton Bay Fig Tree would be preserved and all of the other existing landscaping would be removed. As with the Project, since landscaping that would be removed could host nests and roosts of migratory birds, Alternative 4 would implement DCP MM BIO-1, which would reduce impacts to a less than significant level. Impacts to nesting birds under Alternative 4 would be the same as under the Project.

Would the project conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?

Alternative 4 would require the removal of two street trees, one on Ocean Avenue and one on 2nd Street to provide vehicular access, which would be replaced in accordance with the City requirements. As with the Project, with the closure of the driveway along Wilshire Boulevard, new street trees would also be planted in accordance with the UFMP. In addition, under Alternative 4 the Moreton Bay Fig Tree would be preserved and ongoing maintenance of the tree would occur. The pavement surrounding the Moreton Bay Fig Tree would be removed, which as under the Project, could provide an overall beneficial effect for the tree. Alternative 4 would likely result in similar indirect impacts to the tree in light of the configuration of development around the tree. Project impacts would be less than significant and with the ongoing maintenance of the tree would be similar under Alternative 4.

Construction Effects

Would construction of the project result in considerable construction-period impacts due to the scope, or location of construction activities?

Similar to the Project, Alternative 4 would include construction activities that would generate temporary aesthetics effects and air emissions, noise/vibration, and vehicle trips. Alternative 4 would result in less development than the Project, and thus would generate less total construction activities and associated aesthetics effects, air emissions, noise/vibration, and vehicle trips than the Project. However, Alternative 4 would result in the use of the same quantity and type of equipment as the Project. Thus, the maximum amount of construction-related air emissions, noise/vibration and vehicle trips on a peak construction day would be expected to be similar between the Project and Alternative 4. Similar to the Project, the construction-related aesthetics, air quality, and traffic impacts of Alternative 4 would be less than significant. With regard to construction noise, maximum daily construction impacts would be similar to the Project and as with the Project, construction noise impacts with implementation of MM NOISE-1 would be less than significant. As with the Project because off-site property owners may not consent to mitigation for vibration (MM NOISE-2), vibration impacts to off-site buildings are considered significant and unavoidable under Alternative 4. However, overall, the level of impacts would be

less under this alternative owing to less total construction activities and an overall decrease in construction duration.

Historical Resources

Would the project cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

Similar to the Project, Alternative 4 would have the potential to impact historical resources on the Hotel Parcel, specifically, the Palisades Building and the Moreton Bay Fig Tree. As with the Project, and as described in Section 4.5, *Historical Resources*, of this EIR, impacts to on-site historical resources would be less than significant with implementation of a Tree Protection Plan for the Moreton Bay Fig Tree, a Preservation Plan (PDF HIST-1) addressing both the Moreton Bay Fig Tree and the Palisades Building, and a mitigation measure (MM NOISE-2) addressing construction vibration effects. Alternative 4 would have a reduced indirect impact to historical resources because the Ocean Building would be a maximum height of 84 feet (rather than 130 feet as under the Project). The new Ocean Building under would be similar in scale to the existing Palisades Building. As a result, the Palisades Building would not be subordinate in scale to the Ocean Building as under the Project, or would not remain subordinate to the Existing Hotel as under Alternative 1. Similar to the Project, Alternative 4 would have a potentially significant and unavoidable indirect impact to an off-site historical resource, the locally eligible two-story brick Regency Moderne style medical office building at 1137 2nd Street, due to construction vibration, as consent of off-site property owners, who may not agree, would be required to implement vibration MM NOISE-2. Therefore, overall impacts under Alternative 4 would be less than the Project.

Archaeological Resources

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

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Although the Project Site does not have high potential for buried prehistoric archaeological resources, excavation into undisturbed native soils could uncover such resources. Additionally, the Project Site was used in historic times and there is a potential to encounter historic period archaeological resources related to the Miramar Residence and Hotel, the Westlake Military School (also known as the Santa Monica Military Academy), and domestic dwellings. Excavations for both Alternative 4 and the Project could potentially encounter archaeological resources and human remains and cause an adverse change in the significance of these resources. However, under Alternative 4 the spatial extent and depth of excavations at the Project Site would be reduced from those under the Project owing to the reduced development, slightly reducing the potential to encounter any archaeological resources and/or human remains that may be present at the Project Site. As with the Project, this impact would be less than significant after mitigation.

Because of the slightly reduced risk to encounter such resources under Alternative 4, impacts would be slightly less under this alternative.

Energy

Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Alternative 4 would reduce the number of proposed hotel rooms by 86 from the Project's 312 rooms to 226 rooms and would also reduce the number of residential units by 44 units from 108 to 64 units (45 units on the Hotel Parcel and 19 units on the Second Street Parcel). Under Alternative 4, construction activities at the Project Site would be reduced from that of the Project owing to the reduction in net new development under this alternative. Therefore, energy consumption for construction would be reduced. As with the Project, Alternative 4 would use energy efficient construction equipment as well as implement a construction waste management plan during construction. As such, energy impacts during construction would also be less than significant.

Due to the reduction in building sizes, Alternative 4 would require less energy use from operation of energy sources (i.e., appliances, lighting) and HVAC equipment than the Project, and would generate fewer daily vehicle trips during operation. As with the Project, Alternative 4 would use newer energy efficient appliances, lighting, and equipment and would comply with water conservation, energy conservation, and other sustainability requirements of the City's Green Building Code and SMMC. Both the Project and Alternative 4 would increase urban density in a transit-rich area thereby minimizing vehicle trips. As with the Project, Alternative 4 would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, as with the Project, energy impacts under Alternative 4 would be less than significant, with the level of impact slightly less under this alternative.

Geology and Soils

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death, involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

No known active or potentially active faults underlie the Project Site, and no designated Alquist-Priolo Special Study Fault Zone bisects the Project Site. Therefore, the Project Site is not subject to fault rupture and, the Project and Alternative 4 would not cause potential substantial adverse effects involving fault rupture. Impacts would be less than significant and similar.

During a seismic event, the Project Site could be subject to strong seismic ground shaking during a seismic event. Such shaking would create a potential for damage to structures and hazards to people under both the Project and Alternative 4. However, the associated effects can be mitigated through compliance with the geotechnical engineering design and construction standards specified by the SMBC and the site-specific seismic design parameters in a *Design-Level Geotechnical Report.* Furthermore, both the Project and Alternative 4 would replace older buildings on the Project Site with modern buildings constructed to the latest building code and seismic safety standards and would rehabilitate the Palisades Building, which is a landmark building. With regard to liquefaction and landslides, as indicated in Section 4.8, Geology and Soils, the Project Site is in an area with low liquefaction risk and is not considered to have a potential to cause or be susceptible to landslide hazards. In addition, Project construction and operation would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. As with the Project, Alternative 4 would be required to adhere to the site-specific recommendations of a Final Geotechnical Report. Construction and operation would be similar to that of the Project. Therefore, the Project and Alternative 4 would not cause potential substantial adverse effects involving strong seismic ground shaking. With regulatory compliance, impacts of Alternative 4 would be similar to the Project and would be less than significant.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Both the Project and Alternative 4 would require excavation of the Project Site and the construction of new buildings. The Project Site is not considered to have a potential to cause or be susceptible to landslide hazards; is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation; and is located within an area with low liquefaction risk. The soils on the Project Site are not known to have significant expansion potential. Further, construction and operation of the Project would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. Notwithstanding, the Project and Alternative 4 would be subject to applicable regulations, including the SMBC and the site-specific design parameters of a Final Geotechnical Report to be approved by the City Department of Building and Safety, thus avoiding minimizing of people or structures to unstable and expansive soils. Through compliance with regulatory measures and the Final Geotechnical Report, impacts of the Project and Alternative 4 would be similar and less than significant.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no unique geologic features at the Project Site. However, fossils could potentially be encountered at any depth in previously undisturbed sediments underlying the Project Site. Under

Alternative 4, the volume of excavation on both parcels would be reduced from that of the Project, which would result in a slightly reduced potential to encounter any paleontological resources that may be present at the Project Site. Still, as with the Project, excavations under Alternative 4 could potentially encounter paleontological resources. This impact would be less than significant with implementation of DCP MM CR-4a and DCP MM CR-4b, which provide for monitoring of excavation activities and proper identification, treatment and preservation of any resources that may be discovered, under the Project and Alternative 4. Because of the slightly reduced risk to encounter paleontological resources and human remains under Alternative 4, impacts would be slightly less under this alternative.

Greenhouse Gas Emissions

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

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?

Both the Project and Alternative 4 would generate GHG emissions during construction and operation. Compared to the Project, Alternative 4 would result in 86 less guestrooms and 44 less residential units. Under the Project, the net increase in annual GHG emissions during construction and operation would be 1,028 metric tons of CO_2e per year, and impacts would be less than significant. Alternative 4 would result in less construction and operational activity, vehicle trips, and energy use than the Project, owing to the reduced amount of development. As such, GHG emissions under this alternative would be less.

As with the Project, Alternative 4 would implement PDF AQ-1 through AQ-4 which would reduce GHG emissions. Additionally, Alternative 4 would be required to comply with CBC Title 24, CALGreen, SCAQMD Rule 403, City of Santa Monica Sustainable City Plan, City of Santa Monica Climate Action and Adaptation Plan (CAAP), and other applicable regulations. Thus, similar to the Project, Alternative 4 would not conflict with applicable plans, polices or regulations adopted for the purpose of reducing the emissions of GHGs (e.g., the City's LUCE, Sustainable City Plan, CAAP, Green Building Code and SMMC, AB 32, SB 375, etc.). Impacts would be less than significant under both the Project and Alternative 4. Because Alternative 4 would generate fewer GHG emissions than the Project, owing to less development, impacts would be less under this alternative.

Hazards and Hazardous Materials

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?

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 6592.5, and as a result, it would create a significant hazard to the public or the environment?

Both the Project and Alternative 4 would redevelop the Hotel Parcel and the Second Street Parcel. Buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs, which if present could pose a hazard to the public if released into the environment. Such material would be removed in accordance with regulatory procedures established to protect people during the removal of these materials. No hazardous soil conditions are known to be present within the Hotel Parcel or the Second Street Parcel. As with the Project, the existing UST on the Hotel Parcel, which has not caused adverse soil impacts, would be removed according to regulatory procedures under the oversight of the Santa Monica Fire Department. Since soil contamination could result, as a cautionary procedure and/or the potential to encounter an unexpected hazardous soil condition, the Project and the Alternative would implement a Soil Management Plan (SMP) during excavation. As with the Project, Alternative 4 would include hotel and associated uses, retail and residential uses, which require the routine use of materials such as those used for household cleaning and maintenance products, pesticides and herbicides, paints, solvents, degreasers, and chemicals associated with swimming pools. These materials would be used in compliance with existing Cal EPA regulations and the Certified Unified Program Agency (CUPA). Through compliance with regulatory measures, impacts of the Project and Alternative 4 due to upset and accident conditions involving the release of hazardous materials into the environment would be similar and less than significant.

The Project Site is not included on a list of hazardous wastes/materials sites compiled pursuant to Government Code Section 65962.5; and therefore, the Project and Alternative 4 would not create significant hazards to the public or the environment due to the presence of hazardous materials associated with such listings.

Hydrology and Water Quality

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Like the Project, Alternative 4 could potentially contribute pollutants in stormwater runoff during construction and operation that could drain to impaired receiving waters (e.g., Santa Monica Bay). As with the Project, construction activity under Alternative 4 would be subject to the implementation of BMPs in accordance with the NDPES permit and Santa Monica Urban Runoff Pollution Plan, reducing the potential for pollutants to enter stormwater flows.

Consistent with existing conditions and in accordance with NPDES and City regulations, the Project and Alternative 4 would not be permitted to allow dry weather runoff from leaving the Project Site. Stormwater runoff during operations for both the Project and Alternative 4 would be subject to the accumulation of pollutants from hardscape areas of the Project Site. The Project and Alternative 4 would reduce the amount of such run-off due to reductions in parking surfaces and other hardscape areas.

During operation, the Project and Alternative 4 would implement drainage system BMPs developed in accordance with the Santa Monica Urban Runoff Pollution Ordinance, or the payment of a fee. Alternative 4, as with the Project, would reduce the amount of run-off entering the City's drainage system and ensure that stormwater runoff leaving the Project Site would not significantly impact the water quality of receiving water bodies. Impacts of the Project and Alternative 4 would be similar and less than significant.

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Neither the Project nor Alternative 4 would include new groundwater production wells that could reduce groundwater supply. Further, no groundwater production wells are located in the Project vicinity. Both the Project and Alternative 4 would result in reductions in the amount of impervious surface area that currently occurs on the Project Site although it would not notably affect groundwater infiltration due to the subterranean garage. The impacts of the Project and Alternative 4, would be similar and would be less than significant.

Would the project substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site or in a manner which would result in flooding on- or off-site;

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Project and Alternative 4 would not substantially alter the existing drainage pattern of the Project Site or area since site drainage would continue to be conveyed to the municipal storm drains in the adjacent streets with conveyance to the 90" stormwater pipe in Wilshire Boulevard. In addition, like under the Project, Alternative 4 would not result in substantial erosion or siltation since Alternative 4 would comply with applicable regulations (SWPPP and associated BMPs) that would be implemented during construction in accordance with applicable City and LARWQCB regulations.

Because of the Project Site location within the City's slope instability zone, infiltration would not be allowed. Under Alternative 4, as with the Project, a system to harvest and re-use rainfall for

non-potable purposes would be installed, thus reducing Site runoff. The existing 90”~~90’~~ stormwater pipe is considered to be “not deficient” during the 10-year storm and Alternative 4 would not exceed capacity. The Second Street Parcel is below the 15,000 square feet threshold and can therefore, opt to pay a fee in lieu of providing a harvest system.

Construction BMPs selected and the drainage system at the two parcels would be designed and tailored to the site-specific conditions and designs. Therefore, impacts of the Project and Alternative 4 would be similar and less than significant.

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project and Alternative 4 would be implemented in a manner consistent with, and supportive of the City’s Sustainable Water Master Plan (SWMP). As with the Project, Alternative 4 would comply with NPDES and City requirements, where BMPs would be implemented to address water quality and groundwater issues during both construction and operation of the Project. BMPs for the operations of the Hotel Parcel include the installation of a system to harvest and re-use (for non-potable purposes) rainfall on the Project Site. The Second Street Parcel, with less than 15,000 square feet, would include a similar system or pay an in lieu fee that would support conservation and water quality provisions of the SWMP. Therefore, Alternative 4 would result in similar water quality impacts as the Project and would be less than significant.

Land Use and Planning

Would the project physically divide an established community?

Similar to the Project, Alternative 4 would result in the redevelopment of the Hotel Parcel and the Second Street Parcel, and would not change the overall existing pattern of development and circulation in the surrounding area. The continuation of existing hotel, retail, and restaurant uses on the Hotel Parcel would not affect land use patterns. Furthermore, the introduction of residential uses on the Hotel Parcel and the Second Street Parcel would provide infill housing within the Downtown that would be consistent with the mix of uses in the Project vicinity. Development for the Project or Alternative 4 would fall within the existing road and pedestrian grid systems. Similar to the Project, Alternative 4 would not physically divide the community and no impact would occur.

Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project and Alternative 4 would not exceed the development parameters of the ELS (Hotel Parcel) and the Second Street Parcel in terms of allowable building height, density (FAR), and land use as set forth in the DCP. As with the Project, Alternative 4 would introduce growth in proximity to mass transit within the City and would contribute to a development pattern that supports reduced vehicle miles and improved pedestrian experience in the Downtown.

Alternative 4, as with the Project, would incorporate sustainability features to reduce demand on energy and water, and would increase density in an area served by public transit in accordance with SCAG RTP/SCS policies. Both the Project and Alternative 4 would be consistent with the LUCE vision to renovate an aging hotel facility. As with the Project, Alternative 4 would remove perimeter walls and hedges and would replace any removed street trees in accordance with SMMC Section 7.40. In accordance with LUCE, DCP, LUP, and Open Space Element policies, Alternative 4 would provide for 52 percent open space on the Hotel Parcel, including approximately 14,000 square feet of designated publicly accessible open space. In accordance with LUCE and DCP policies, both the Project and Alternative 4 would provide for rehabilitation of the historic Palisades Building and protection of the Moreton Bay Fig Tree, both of which are City-designated landmarks. However, because of reduced building heights and greater uniformity among Alternative 4's buildings, Alternative 4 would not meet to the same extent as the Project many of the design parameters set forth in the LUCE and DCP regarding architectural articulation, variable building heights and roof styles, and building step-backs that would be achieved with the Project's greater range of building heights and setback areas within the Project Site. The Second Street Parcel would be developed with 6 market rate residential units and 13 affordable units (12 for the 45 condominiums on the Hotel Parcel + 1 for the 6 units on the Second Street Parcel). Although Alternative 4 would meet the housing goals of the LUCE, DPC, and Housing Element to incorporate affordable housing, it would not do so to the same extent as the Project. Neither the Project nor Alternative 4 would conflict with the applicable policies of local and regional plans designed for the purpose of avoiding or mitigating an environmental impact and, as such land use impacts would be less than significant under both. However, because the Project would implement more DCP, LUP, and Open Space Element policies with respect to building design and affordable housing, impacts due to conflict with a land use plan would be less under the Project than under Alternative 4.

Neighborhood Effects

Would the project have considerable effects on the neighborhoods in which they are located?

Both Alternative 4 and the Project would result in a net increase in development at the Project Site, and associated operational activities, that would generate neighborhood effects within the Downtown. The Project would result in less than significant neighborhood effects in terms of aesthetics, land use, noise, and air quality, and with significant unavoidable neighborhood effects in terms of traffic impacts on operational intersection and street segment LOS. Alternative 4 would result in similar impacts, owing to the increase in net new development under this alternative, although the level of these impacts would be less than under the Project owing to the comparative reduction in development. With the approximately 43% reduction in trips that would occur under Alternative 4 compared to the Project, Alternative 4 would result in one less intersection impact in Future Year 2025 at the Palisades Beach Road & California Incline intersection (No. 1). In addition, significant impacts would be reduced at the Ocean Avenue & California Avenue intersection (No. 3) as the weekday A.M. significant impact would not result (but the weekday P.M. and weekend significant impact would remain). In addition, with the reduction in trips, street segment impacts would be less under Alternative 4 but, as with the

Project, impacts along five street segments would be significant and unavoidable. Overall, neighborhood effects would be incrementally less under Alternative 4 than under the Project.

Noise and Vibration

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

Construction

Similar to the Project, construction of Alternative 4 would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. Similar to the Project, construction of Alternative 4 would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. Construction noise levels would temporarily increase ambient noise levels at surrounding land uses including noise sensitive receptors. While construction activities would generally occur during the allowable daytime hours and would not reach or exceed the human hearing threshold for pain, maximum construction noise levels, when added to the ambient noise levels, could temporarily and periodically exceed the City's allowable exterior noise levels at nearby sensitive receptors. Impacts would be reduced to less than significant with MM Noise-1. Alternative 4 would generate the same daily construction noise impacts as the Project since the quantity and type of construction equipment used would be the same. While maximum daily construction noise impacts would be similar to the Project, such impacts are considered less under this alternative due to the decrease in the overall construction duration. Therefore, construction noise impacts under Alternative 4 would be slightly less than that of the Project. Similar to the Project, with the incorporation of MM NOISE-1, construction noise impacts would be less than significant.

Operation

Both operation of the Project and Alternative 4would increase noise levels at adjacent noise sensitive receptors due to mechanical equipment for the buildings, use of outdoor open space, and traffic. Similar to the Project, Alternative 4 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, as well, as on-site parking and open space areas, which would produce noise. However, there would be fewer equipment and reduced activity in the parking and open space areas compared to the Project given the reduced development. Under Alternative 4, the net increase in development at the Project Site would be 86 hotel rooms and 44 residential units less than the Project. This would translate into a reduction in the number of weekday net vehicle trips generated from 1,117 to 641 trips and weekend net trips from 1,367 to 628, with an associated reduction in operational traffic noise. Therefore, operational noise impacts under Alternative 4 would be less than that of the Project. Similar to the Project, operational noise impacts would be less than significant.

Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Construction

As analyzed in Section 4.14, Noise and Vibration, during construction, groundborne vibration would be generated from the use of heavy construction equipment at the Project Site, which could potentially expose existing sensitive land uses surrounding the Project Site to excessive vibration. Project construction could result in the operation of vibratory equipment at distances that would result in vibration velocities potentially exceeding the criteria of 0.25 in/sec PPV at the on-site Palisades Building and Regency Moderne Medical Office (south of the Second Street Parcel) and the criteria of 0.3 in/sec PPV at The Huntley Hotel, thus resulting in a potentially significant impact. To reduce potential structural damage vibration impacts from vibratory equipment to be used during specific construction phases, MM NOISE-2 is prescribed. Daily construction vibration levels for Alternative 4 would be similar to those of the Project since the quantity and type of equipment used would be the same. While maximum daily construction impacts would be similar to the Project, construction vibration impacts are considered less under this alternative due to the decrease in the overall construction duration. Therefore, construction vibration impacts under Alternative 4 would be slightly less than that of the Project. However, similar to the Project, even with the implementation of MM NOISE-2, construction vibration impacts to off-site structures would be significant and unavoidable.

Operation

Under Alternative 4, the net increase in development at the Project Site would be 86 hotel rooms and 44 residential units less than the Project. Similar to the Project, Alternative 4 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels. However, there would be fewer equipment compared to the Project given the reduced development. Therefore, operational vibration impacts under Alternative 4 would be slightly less than the Project. Similar to the Project, operational vibration impacts would be less than significant.

Police Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Similar to the Project, construction and operational activities under Alternative 4 would create a demand for police protection services and could potentially slow emergency response times and interfere with emergency access. However, under Alternative 4 the amount of development would be reduced, resulting in less on-site activity and reduced demand for police protection services. As with the Project, adequate emergency access would be maintained through implementation of

the required Construction Management Plan and City (including SMPD) review/approval of the proposed site plan. The Project and Alternative 4 would include provisions for reducing demand for police services including the implementation of a security plan per DCP MM PS-2, Project design/security features that would enhance safety (including a dedicated 24-hour, on-site department responsible for security), and site plan review of the Project's design features per the provisions of SMMC Section 3.68 (Comprehensive Crime Prevention program). Therefore, Alternative 4, like the Project, would not require new or expanded police protection facilities, the construction of which could cause significant environmental impacts, and impacts would be less than significant. Because Alternative 4 would result in less development and thus generate less demand for police protection services than the Project, impacts would be less under this alternative.

Fire Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, need for new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Similar to the Project, construction and operational activities under Alternative 4 would create a demand for fire protection services and fire flow, and could potentially slow emergency response times and interfere with emergency access. Alternative 4 would, like the Project, carry out its construction activities in accordance with a City-approved Construction Impact Mitigation Plan (CIMP). Alternative 4 would be designed to comply with all applicable fire protection regulations. SMFD site plan review would ensure incorporation of required fire protection safety features as required by the Fire Code. Therefore, Alternative 4, would like the Project, not require construction of new or expanded fire protection facilities to maintain adequate service levels that would result in physical environmental impacts. Because Alternative 4 would result in less development and thus generate less demand for fire protection services than the Project, impacts would be less under this alternative and less than significant.

Transportation

Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Both the Project and Alternative 4 would redevelop the Hotel Parcel with hotel, residential and retail uses and new residential uses on the Second Street Parcel. In comparison to the Project, the amount of development and site activity of Alternative 4 would be reduced. While this reduction would reduce the number of automobile trips, it would also result in lower contributions to the number of public transit trips, bicycle trips and pedestrians with accessibility to the Downtown entertainment, service, and visitor attractions.

The primary goals of the LUCE and SCAG's 2016 RTP/SCS with regard to alternative transportation in Santa Monica are focused on shifting trips away from single-occupancy vehicles

to more sustainable modes of travel such as transit, bicycling, and walking. To achieve this goal, the LUCE encourages the development of mixed-use communities with attractive and safe bicycle and pedestrian facilities that are also well connected to high-capacity and frequent transit service. Both Alternative 4 and the Project would: (1) represent a mixed-use development and the intensification of urban density on an infill site within the Downtown in proximity to transit (including the Expo LRT Downtown Santa Monica Station and multiple Santa Monica Big Blue Bus and Metro bus lines); (2) include pedestrian improvements along Wilshire Boulevard, Ocean Avenue, and 2nd Street (such as new sidewalks), improvements to the on-site pedestrian network, and new bicycle parking; and (3) implement a TDM program (PDF TR-1) to encourage the use of alternative transportation and reduce single occupancy vehicle trips and VMT as much as possible.

Hence, both the Project and Alternative 4 would result in less than significant impacts in terms of consistency with circulation plans/programs/policies. The level of the impacts would be slightly greater under Alternative 4 owing to slightly less intensification of density in proximity to transit and thus less use of alternative transportation.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Vehicle Miles Travelled

Following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project and Alternative 4 would be presumed to have a less than significant transportation impact, based on its accessibility to public transit, FAR, and parking provisions. Therefore, no further VMT analysis is required. Nonetheless, a quantitative VMT analysis has been prepared for informational purposes following the guidance in OPR's Technical Advisory. Since ~~the City of Santa Monica has not yet adopted~~ adoption of the VMT thresholds postdates ~~and because~~ the Project ~~predates the applicability of Section 15064.3~~ and release of the EIR, no determination of significance is made.

As presented in Section 4.17 Transportation, a quantitative analysis of the Project's VMT estimates that the Project would result in 9.9 VMT per employee, which is about half of the existing citywide average of 19.2 VMT per employee. In comparison to the regional average for Los Angeles County, the Project's 9.9 VMT per employee is more than 15% below existing regional average of 18.41 VMT per employee. The Project's residential VMT rate of 10.7 VMT per capita is slightly greater than the citywide average of 9.0 VMT per capita. In comparison to the regional average for Los Angeles County, the Project's 10.7 VMT per capita is more than 15% below existing regional average of 13.44 VMT per capita. As shown in Table 5- 2, Alternative 4's weekday daily trip generation would be approximately 43 percent less than that of the Project. Therefore, while Alternative 4 would generate less VMT than the Project, Alternative 4's per-employee and per-capita VMT rates would be similar to those of the Project.

Intersection Operations

As indicated in Table 5-2, Alternative 4 operation would generate an estimated net increase of 628 weekend daily trips and 47 weekend peak hour trips, which would be 54 percent less and 51

percent less than that of the Project for weekend daily trips and weekend peak hour trips, respectively. (The Project that would generate an estimated net increase of 1,367 weekend daily trips and 96 weekend peak hour trips.)

As shown in Table 5-3, *Comparison of Project and Alternatives Intersection Impacts*, using the City's adopted LOS significance thresholds for intersections, the Project would result in significant impacts prior to mitigation at four of the 51 analyzed intersections during one or more of the peak periods analyzed. As shown, the fewer trips associated with Alternative 4 would avoid the Project's Future Year AM Peak Hour impacts at Palisades Beach Road & California Avenue (Study Intersection 1) and Ocean Avenue & California Avenue (Study Intersection 3).

For the Project, a feasible mitigation measure is available for one of the significantly impacted intersections, reducing the number of significantly impacted intersections to three. MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. Under Alternative 4, in the year 2020 with the implementation of the mitigation measure, the three impacted intersections would be the same as under the Project. In the year 2025 Alternative 4'would avoid the Project's significant impacts at Intersection 1. After mitigation intersection impacts of Alternative 4 would remain significant at three locations in year 2020 and would be reduced to two locations in year 2025, in contrast to three with the Project. Thus, overall intersection impacts under Alternative 4 would be less than those of the Project.

Street Segment Operations

Using the City's adopted significance thresholds for street segments, both the Project and Alternative 4 would generate an increase in operational vehicle trips that would exceed applicable base ADT standards, resulting in significant impacts along five of the 11 street segments that were analyzed. As shown in Table 5-4, *Comparison of Project and Alternatives Street Segment Impacts,* the following five street segments would be impacted: 2nd Street between Wilshire Boulevard and California Avenue (Segment 2), California Avenue between Ocean Avenue and 2nd Street (Segment 8), California Avenue between 2nd Street and 3rd Street (Segment 9), California Avenue between 3rd Street and 4th Street (Segment 10), and California Avenue between 4th Street and 5th Street (Segment 11)

No feasible mitigation is available to mitigate these impacts for the Project or Alternative 4. Therefore, both the Project and Alternative 4 would result in significant unavoidable street segment impacts. The level of impact would be less under Alternative 4 owing to its reduced level of trips generated on the street segments.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project and Alternative 4 would include the development of hotel, residential, and retail uses rather than the types of uses (e.g., industrial, landfill, agriculture, etc.) that could potentially generate substantial truck or farm equipment traffic that is hazardous or incompatible with

existing traffic. The site designs for the Project and Alternative 4 would not include hazardous design features such as sharp curves or dangerous intersections. Driveways, loading areas, and entry/exit points would be designed to be compliant with City Code requirements. Therefore, impacts of the Project and Alternative 4 would be similar and would result in less than significant impacts with regard to hazards due to geometric design features or incompatible uses.

Would the project result in inadequate emergency access?

The Project and Alternative 4 would redevelop the Hotel Parcel with hotel, residential and retail uses and develop new residential uses on the Second Street Parcel; however, the amount of development would be less under Alternative 4 than with the Project. As with the Project, Alternative 4 would close the existing Site access from Wilshire Boulevard and Project Site access would be provided from surrounding streets and would be reviewed and approved by multiple City Departments to ensure compliance with City requirements and the provision of adequate emergency access. Neither the Project nor Alternative 4 proposes the closure or major modification of adjacent access streets.

During construction, truck and worker travel to and from the Project Site, temporary lane closures or sidewalk closures, and large haul trucks and other heavy equipment on Downtown streets may disrupt traffic flows thereby potentially resulting in short-term significant impacts. However, significant impacts would be avoided through implementation of PDF CE-1, which would require the implementation of a CIMP consistent with DCP MM T-1. The CIMP would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. Therefore, construction traffic impacts of the Project and Alternative 4 with implementation PDF CE-1would be less than significant. However, because Alternative 4 would have less construction traffic than the Project, and a shorter construction period, its impacts regarding emergency access would be less than those of the Project.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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); or

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

No tribal cultural resources, as defined in PRC Section 21074, were identified as located on the Project Site during the tribal consultations required by AB 52. Therefore, the Project and

Alternative 4 would not cause a substantial adverse change in the significance of tribal cultural resources, and no impact would occur under either.

Water Supply

Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which would cause significant environmental effects?

As indicated in Section 4.20, Water Supply, the Project Site would be served by the 12-inch water line in Wilshire Boulevard and an 8-inch water line in both Ocean Avenue and California Avenue. There is an existing 8-inch water line in Second Court adjacent to the Second Street Parcel. Based on the Capacity Study, the City's water network is capable of satisfying the Project's fire flow requirement with a minimum residual pressure of 20 psi. Development under Alternative 4 would be reduced compared with the Project, with 86 less hotel rooms and 44 less residential units (15 less units on the Hotel Parcel and 29 less units on the Second Street Parcel). Thus, Alternative 4 would have less demand for domestic water and fire flow compared with the Project. Impacts under Alternative 4 would be less than significant and less than the Project.

Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As with the Project, Alternative 4 would incorporate water-efficient fixtures and appliances required under current regulations and would use stormwater or recycled water for landscaping on the Hotel Parcel. As indicated in Section 4.20, the Project, including the use of recycled water and/or stormwater would decrease the potable on-site water demand by approximately 29.5 AFY, or about 33.4 percent, below existing conditions. Alternative 4 would develop 226 guestrooms and associated amenities (86 less than the Project) and would develop a total of 64 residential units (44 less than the Project). The 2015 UWMP analyzes the reliability of the City's water resources to meet water demand for normal, single dry, and multiple dry year scenarios though 2040. Data from the 2015 UWMP shows that during normal year conditions for 2025 (Project buildout), the UWMP estimates the surplus water supply to be 56.5 percent above that needed to meet the estimated population demand. As the City's water supplies would be adequate to meet the Project's water demand during normal, dry and multiple dry years, with the reduction in development under Alternative 4 demand would be further reduced. No new or expanded water entitlements would be required, and impacts would be less than significant under both the Project and Alternative 4. As water demand would be less under Alternative 4, the level of impacts under this alternative would be less than under the Project.

Wastewater

Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Similar to the Project, Alternative 4 would redevelop the Hotel Parcel with hotel, retail/restaurant, and residential uses and develop new residential uses on the Hotel Parcel and the Second Street Parcel. The Hotel Parcel is currently served by three sewer lines: a 12-inch sewer line in 2nd Street and an 18-inch line in California Avenue and Ocean Avenue. As with the Project, Alternative 4 would implement water conservation measures and would therefore result in a decrease in wastewater flow to the surrounding sewer lines in 2nd Street, California Avenue, and Ocean Avenue compared to existing conditions. Like the Project, Alternative 4 would replace aging plumbing fixtures and appliances with water efficient components and would use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements. Therefore, Alternative 4 would result in a reduced water demand from existing conditions thereby also resulting in a net decrease in wastewater flows requiring conveyance and treatment. Since sufficient infrastructure capacity exists for the Project, and Alternative 4 would result in a reduction of 86 hotel rooms and 44 units compared to the Project, impacts would be less than significant and less compared with the Project.

With regards to wastewater treatment capacity, as indicated in Section 4.19, the HTP has a dry weather capacity of 450 mgd, currently treats 275 mgd, and has a remaining available capacity 175 mgd. Since Alternative 4 would generate less wastewater than the Project, no expansion of wastewater treatment capacity would be required. Impacts would be less than significant and reduced under Alternative 4 compared with the Project.

5.6.4.3 Relationship of the Alternative to the Project Objectives

Alternative 4 would redevelop the Hotel Parcel with a hotel and associated amenities, residential, and retail uses and would redevelop the Second Street Parcel with residential uses. This alternative would meet the underlying purpose of the Project since Alternative 4 would modernize the aging facility on the Hotel Parcel and improve visitor serving uses. However, with the reduction in development and changes to the site plan that would occur, Alternative 4 would not meet several of the Project objectives to the same extent as the Project.

Alternative 4 would partially implement the DCP (Objective 1) as it would redevelop a property designated as an ELS, and provide significant community benefits through publicly accessible open space and public art at the intersection of Wilshire Boulevard and Ocean Avenue (Objectives 1 and 10). Alternative 4 would also continue to provide 226 guestrooms, upgraded visitor service uses, and retail uses as well as new residential units, on the Hotel Parcel, and up to 19 residential units on the Second Street Parcel. However, Alternative 4 would reduce total hotel

rooms from the existing 301 rooms and the Project's 312 rooms and, as such, would not expand visitor-serving uses per the Coastal Act as would occur under the Project. As such, Alternative 4 would not meet Objective 2 to preserve hotel uses to the same extent as under the Project. Although the maximum building height (84 feet) and other buildings ranging in heights from 30 to 80 feet would allow for architectural variation and iconic design, the range is more limited than under the Project and would have less potential to provide variations in roof design and other features of iconic architecture compared to the Project (Objective 3). As with the Project, Alternative 4 would contribute to the character of the Downtown through the removal of walls and provision of visual and physical access to and through the Hotel Parcel and the on-Site historic resources as well as the provision of ground floor retail that would activate the street (Objective 4). Alternative 4 would meet Objective 5 to create market rate and affordable housing in a TPA, but with a reduction from 60 units on the Hotel Parcel under the Project to 45 under Alternative 4 and 19 units on the Second Street Parcel (13 affordable and 6 market rate), compared to up to 48 affordable units under the Project. As such, Alternative 4 would not meet Objective 5 to provide market rate and affordable units to the same extent as under the Project. Alternative 4 would meet Objective 6, as it would preserve the historic resources through the rehabilitation of the Palisades Building. Alternative 4 would also improve public views of the Palisades Building and the Moreton Bay Fig Tree by removing walls and opening the street front to a public plaza. In addition, as with the Project, Alternative 4 would implement sustainability features (Objective 7). Because of the reduction in the number of guestrooms, Alternative 4 would provide fewer employment opportunities associated with the hotel than under the Project (Objective 8). Alternative 4 would also result in fewer economic and fiscal benefits with the reduction in overall development (Objective 9). Alternative 4 would not provide the same extent of community benefits as would the Project (Objective 10) since less affordable housing would be developed on the Second Street Parcel. However, Alternative 4 would provide publicly-accessible open space and rehabilitate the Palisades Building and preserve the Moreton Bay Fig Tree. Overall, for the reasons provided above, Alternative 4 would meet the Project's objectives, although not to the same extent as the Project.

5.6.5 Alternative 5 – Alternate Massing Alternative

5.6.5.1 Description of the Alternative

Under Alternative 5, Alternate Massing Alternative, the redevelopment of the Hotel Parcel would have the same program as under the Project. However, the massing would be shifted towards the Wilshire Boulevard frontage and no new building would be constructed along California Avenue.

With regard to the land use program, as with the Project under Alternative 5 the Hotel Parcel would be redeveloped with a 2.6 FAR, or 502,157 sf of floor area and a maximum building height of 130 feet. The hotel would contain 312 guestrooms (262,580 sf) and associated amenities. The amenities would remain the same as the Project, including 13,000 sf of meeting space; 19,708 sf of food and beverage indoor and outdoor dining space; 6,600 sf of ground floor retail space, and 12,500 sf of spa and fitness space. As with the Project, ground floor commercial uses would be located along Wilshire Boulevard, which would serve to activate the street frontage. Under Alternative 5, 60 three-bedroom condominiums occupying 194,537 sf would be developed. The

provision of parking would be the same as for the Project with 428 parking space provided in a three-level subterranean garage. The subterranean garage and basement would necessitate the same excavation of approximately 175,000 cy of material as would occur with the Project.

As with the Project, the two historic resources on the Hotel Parcel would remain and would be protected and all of the other buildings on the Hotel Parcel would be demolished. As indicated above, no new building would be located along California Avenue and the square footage situated along Wilshire Boulevard and wrapping the Wilshire Boulevard and Ocean Avenue intersection. All of the new development would occur in a U-shaped structure surrounding the Moreton Bay Fig Tree with an opening to the street along Ocean Avenue. The maximum height of 130 feet would be situated in the central portion of the Site to the north of the Moreton Bay Fig Tree running from 2nd Street to Ocean Avenue parallel to California Avenue. The portion of the building fronting on and parallel to 2nd Street would be 90 feet in height. The building would step down to 80 feet along the Wilshire Boulevard frontage. The Wilshire Boulevard wing would turn north along Ocean Avenue and would be lower in height with a maximum of 30 feet.

The open space under Alternative 5 would be reduced compared to the Project and would be approximately 48% of the Site. The area to the west of the Palisades Building would be private hotel open space. As with the Project, Alternative 5 would provide publicly accessible open space surrounding the Moreton Bay Fig Tree. However, the shift in massing would result in the provision of approximately 5,000 sf of open space compared with approximately 14,000 sf under the Project.

As with the Project, the driveway access along Wilshire Boulevard would be closed and a vehicular entry court would be located on 2nd Street along with the loading dock. A vehicular access for employees leading to the subterranean garage would be provided on California Avenue.

As with the Project, under Alternative 5, the Second Street Parcel would be redeveloped with affordable housing in order to meet the DCP's affordable housing requirement for the units developed on the Hotel Parcel. Under Alternative 5, the Second Street Parcel would be developed with 48 affordable housing units, with the same mix as under the Project: 17 one-bedroom units, 16 two-bedroom units and 15 three-bedroom units. The building would be a maximum of 60 feet in height with a 2.75 FAR or 41,250 sf. The 48 required parking spaces would be provided in a subterranean garage with access from 2nd Court. Approximately 12,525 cy of excavation would occur, which is the same as under the Project.

5.6.5.2 Environmental Impacts

Aesthetics

Alternative 5 meets applicable criteria under PRC Section 21099(d)(1) as a transit oriented infill project and, therefore, impacts pertinent to scenic vistas, scenic resources, light and glare and shading are provided for informational purposes only.

Would the project have a substantial adverse effect on a scenic vista?

As discussed in Section 4.1, Aesthetics, panoramic view resources in the area include (1) views of the Santa Monica Bay and Pacific Ocean, (2) views of the Santa Monica Beach and Pier, (3) views of the Santa Monica mountains as viewed from public locations. Views of the ocean and beaches exist from the western portion of the City, along the Pacific Coast Highway and Ocean Avenue, at the Santa Monica Pier, along Palisades Park, and along the walkways provided at the beaches north and south of the Santa Monica Pier. Limited views of the Santa Monica Mountains to the north are available from north and south corridors such as Ocean Avenue adjacent to the Project Site and Pacific Coast Highway. Distinctive focal views in the Project vicinity include views of the on-site Palisades Building and Moreton Bay Fig Tree, both of which are City of Santa Monica Landmarks, and palm trees along California Avenue.

Alternative 5 would be developed to the same building heights and 2.6 FAR, as under the Project. The California Building would be constructed to a height of 80 feet and the Ocean Building (at mid-block on Ocean Avenue) would be constructed to a maximum height of 130 feet. The Second Street Parcel residential building would be constructed to 60 feet, as under the Project. Alternative 5 differs from the Project in that the 80-foot-high California Building would not be constructed in the north sector of the Hotel Parcel. Rather, an 80-foot-high building would be constructed along the Wilshire Boulevard frontage at the south edge of the Project Site. This configuration would allow for a broader view of the Palisades Building from Ocean Avenue, and would potentially open views of Palisades Park across the northwest corner of the Project Site for viewers on California Avenue. However, because of the relocated California Building and a second, 30-foot-high building wrapping around the corner at Wilshire Boulevard and Ocean Avenue, views of Santa Monica Bay and Palisades Park that would be available across open space in the southwest edge of the Project Site under the Project would be blocked. As with the Project, views of the Moreton Bay Fig Tree and Palisades Building would be available from the public streets and sidewalks along Ocean Avenue. Views of the Moreton Bay Fig Tree from Wilshire Boulevard would be blocked. As with the Project, Alternative 5 would not block panoramic views that occur in the background of open street corridors, such as views of the Santa Monica Mountains through north-facing Ocean Avenue, or views of Santa Monica Bay through west-facing Ocean Avenue or California Avenue. Because Alternative 5 would reduce local scenic vistas of the Moreton Bay Fig Tree, impacts on scenic vistas would be greater than under the Project.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Distinctive scenic resources characterizing the Project Site include the Renaissance Revival-style Palisades Building and the Moreton Bay Fig Tree, both of which are City designated historic Landmarks. Although the Project Site is not located within the view field of a state scenic highway, Ocean Avenue is identified as a scenic corridor in the LUP and, as such, emphasizes the importance of the on-site historical landmarks and street trees visible from Ocean Avenue.

As with the Project, Alternative 5 would retain open space in the interior of the Hotel Parcel for the preservation of the Moreton Bay Fig Tree and would rehabilitate the historic Palisades Building pursuant to a Preservation Plan. As with the Project, Alternative 5 would not directly remove or damage existing scenic resources. Also, as with the Project, any removed street trees would be replaced in accordance with SMMC Section 7.40. However, due to the concentration of buildings and greater lot coverage in the southern portion of the Hotel Parcel, physical and visual access to the Moreton Bay Fig Tree would be reduced under Alternative 5. Since the public enjoyment of this scenic resource would be reduced, Alternative 5 would have a greater impact relative to scenic resources than under the Project.

Would the project conflict with applicable zoning and other regulations that govern scenic quality?

As with the Project, Alternative 5 would be consistent with regulations that govern scenic quality including the development standards of the LUCE, DCP, and SMMC. However, because of the re-location of the 80-foot-high California Building to Wilshire Boulevard under this Alternative, and the concentration of development in the south sector of the Hotel Parcel, Alternative 5 would not provide the same level of building articulation (Policies LU15.11, LU15.8, D8.5), variety of building heights and rooflines (Policy B1.5 and D8.3, D8.4), and building step-backs, as encouraged under LUCE and DCP policies, as under the Project. As with the Project, Alternative 5 would provide active streetscapes with ocean views (Policy B2.2), which would heighten the visual and physical connection with Palisades Park, directly across the street (Policy D10.2). However, Alternative 5 would provide reduced publicly accessible open space compared with the Project (about 64% less) and therefore, would not implement policies to increase public open space and to provide art to the same degree (Goals LU17, Policy LU17.1).

As with the Project, because Alternative 5 would not exceed height limitations or densities set for the Project Site under the DCP, it would be substantially consistent with zoning and regulations that govern scenic quality, and impacts would be less than significant. Both Alternative 5 and the Project would be consistent with policies of the City's UFMP for the replacement and/or preservation of trees. Since Alternative 5 would reduce open space and a proposed public art installation at Wilshire and Ocean Avenue, impacts with respect to policies and regulations governing scenic quality would be greater than under the Project.

Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

As with the Project, lighting for the construction of Alternative 5 could generate minor light spillover in the vicinity of the Project Site, including residential uses to the north and east. However, construction activities are anticipated to occur during daylight hours and construction-related illumination would be used for safety and security purposes only. Both Project and Alternative 5 would not generate substantial light and glare.

Operational landscape lighting for both the Project and Alternative 5 would be similar to existing conditions on-site and along Wilshire Boulevard and Ocean Avenue in the vicinity. Landscape lighting would consist of a mix of ground-level pedestrian lighting, landscape accent lighting, accent lighting on major trees and decorative sconces or fixtures at main entrance points. The building accent lighting would be similar to that occurring on the existing Ocean Tower. All outdoor lighting would be in accordance with SMMC Section 9.21.080. Signage lighting would be for building and business identification and consistent with SMMC regulations. As such, neither the Project nor Alternative 5 would create a new source of substantial light and glare that would adversely affect day or nighttime views in the area. Security lighting, architectural lighting, building materials, and signage would be similar to that of the Project. As such, impacts with respect to light and glare would be similar.

Would the project create shading effects that would interfere with the use of outdoor open space or solar accessibility?

Neither the Project nor Alterative 5 would shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. Therefore, neither the Project nor Alternative 5 would interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses. Impacts resulting from shading would be less than significant. Alternative 5 would relocate the Project's California Building to the south edge of the Hotel Parcel and would, therefore, would have less shading (less than threshold standards) effects on sensitive uses along California Avenue than the Project. As such shading of off-site uses would be less under Alternative 5 than under the Project.

Air Quality

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

Development under Alternative 5 would be the same as the Project in number of rooms, amount of amenities, and number of residential units. The difference between Alternative 5 and the Project is with regard to the site plan, which would not alter the air quality impacts. With implementation of the same PDFs as the Project, compliance with applicable regulations, and consistency with SCAG RTP/SCS and AQMP growth projections, Alternative 5 would not conflict with the AQMP. Impacts would be the same under both Alternative 5 and the Project, owing to the same level of development, vehicle trips, and associated operational emissions.

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?

Regional Construction Emissions

Under Alternative 5, daily construction emissions would be the same as that of the Project since the quantity and type of equipment used and the duration of construction would be the same. As with the Project, Alternative 5 would incorporate PDF AQ-1 and AQ-2. Thus, the regional

construction emissions would be the same as under the Project and would be less than the SCAQMD's significance thresholds for all criteria pollutants and ozone precursors.

Regional Operational Emissions

In light of the same development program as the Project, the net increase of 1,117 weekday vehicle trips and 1,367 weekend for the Project would also result under Alternative 5. In addition, because of the same level of development under Alternative 5, area, energy and stationary source emissions from building operations would be the same. Similar to the Project, Alternative 5 would be required to meet regulatory energy efficiency requirements and would reduce regional VMT per capita and associated mobile source emissions given its infill nature and proximity to mass transit facilities. Impacts would less than significant under both the Project and Alternative 5, with impacts being the same for the Project and Alternative 5.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Emissions

As indicated in Section 4.2, *Air Quality,* of this EIR, the potential increase in NO_x, CO, PM10, PM2.5 and TACs during construction of the Project with the incorporation of PDF AQ-1 and AQ-2 would not exceed applicable SCAQMD significance thresholds at the nearest sensitive receptor locations. Construction and operational vehicle trips and activities would be the same under Alternative 5 as with the Project. Therefore, impacts would be less than significant and the same under Alternative 5 and the Project.

Carbon Monoxide Hotspots

Like the Project, Alternative 5 would generate operational vehicle trips that would incrementally increase CO levels at intersections and roadways within one-quarter mile of sensitive receptors. As indicated in Section 4.2, *Air Quality*, the Project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million, respectively. Because Alternative 5 would result in the same operational vehicle trips as the Project, Alternative 5 would similarly not exceed the CAAQS standards. Therefore, impacts would be the same and would be less than significant under the Project and Alternative 5.

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

As detailed under Regional Construction Emissions and Regional Operational Regional Emissions above, because the level development under Alternative 5 is the same as that of the Project, emissions from building construction and operations would be the same. Similar to the Project, Alternative 5 would be required to meet regulatory energy efficiency requirements and would reduce regional VMT per capita and associated mobile source emissions given its infill nature and proximity to mass transit facilities. As with the Project, regional emissions associated with Alternative 5 would not exceed SCAQMD significance thresholds for attainment pollutants.

Impacts would be less than significant and would be the same under Alternative 5 as with the Project.

Biological Resources

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Under Alternative 5, as in the Project, the Moreton Bay Fig Tree would be preserved and all of the other existing landscaping would be removed. As with the Project, since landscaping that would be removed could host nests and roosts of migratory birds, Alternative 5 would implement DCP MM BIO-1, which would reduce impacts to a less than significant level. Impacts to nesting birds under Alternative 5 would be the same as under the Project.

Would the project conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?

Alternative 5 would require the removal of two street trees, one on Ocean Avenue and one on 2nd Street to provide vehicular access, which would be replaced in accordance with the City requirements. As with the Project, with the closure of the driveway along Wilshire Boulevard, new street trees would also be planted in accordance with the UFMP. In addition, under Alternative 5 the Moreton Bay Fig Tree would be preserved and ongoing maintenance of the tree would occur. The pavement surrounding the Moreton Bay Fig Tree would be removed, which as under the Project, could provide an overall beneficial effect for the tree. Project impacts would be less than significant and with the ongoing maintenance of the tree would be similar under Alternative 5.

Construction Effects

Would construction of the project result in considerable construction-period impacts due to the scope, or location of construction activities?

As with the Project, Alternative 5 would include construction activities that would generate temporary aesthetics effects and air emissions, noise/vibration, and vehicle trips. Alternative 5 would include the same amount of development as the Project, and thus construction activities and associated aesthetics effects, air emissions, noise/vibration, and vehicle trips would be the same as the Project. The maximum amount of construction-related air emissions, noise/vibration and vehicle trips on a peak construction day would be the same. Similar to the Project, the construction-related aesthetics, air quality, and traffic impacts of Alternative 5 would be less than significant. With regard to construction noise, maximum daily construction impacts would be the same as with the Project and implementation of MM NOISE-1 would reduce impacts under Alternative 5 to less than significant. As with the Project because off-site property owners may not consent to mitigation for vibration (MM NOISE-2), vibration impacts to off-site buildings are considered significant and unavoidable under Alternative 5. Overall, the level of impacts would

be the same under this alternative since total construction activities and construction duration would be the same.

Historical Resources

Would the project cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

Similar to the Project, Alternative 5 would have the potential to impact historical resources on the Hotel Parcel, specifically, the Palisades Building and the Moreton Bay Fig Tree. As with the Project, and as described in Section 4.5, *Historical Resources*, of this EIR, impacts to on-site historical resources would be less than significant with implementation of a Tree Protection Plan for the Moreton Bay Fig Tree, a Preservation Plan (PDF HIST-1) addressing both the Moreton Bay Fig Tree and the Palisades Building, and a mitigation measure (MM NOISE-2) addressing construction vibration effects. However, Alternative 5 would have a reduced impact to historical resources because the California Building would not be built and would not physically or visually impact the Palisades Building by construction of new adjacent building connected by a hyphen that would partially obscure views of the Palisades Building. The Palisades Building would be more visually prominent under Alternative 5 than under the Project and there would be unobscured views of the Palisades Building from Ocean Avenue, California Avenue and Palisades Park. As with the Project, under Alternative 5, the Ocean Building would be a maximum height of 130 feet. As a result, the Palisades Building would be subordinate in scale to the Ocean Building as under the Project. Under Alternative 5, impacts to the Moreton Bay Fig Tree would be greater than the Project, because of the relocated California Building and a second, 30-foot-high building wrapping around the corner at Wilshire Boulevard and Ocean Avenue, that would obstruct views of the Moreton Bay Fig Tree and physically encroach upon the Tree to a greater extent than the Project. Similar to the Project, Alternative 5 would have a potentially significant and unavoidable indirect impact to an off-site historical resource, the locally eligible two-story brick Regency Moderne style medical office building at 1137 2nd Street, due to construction vibration, as consent of off-site property owners, who may not agree, would be required to implement vibration MM NOISE-2. Therefore, overall impacts under Alternative 5 would be less than the Project.

Energy

Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Under Alternative 5, construction activities at the Project Site would be the same as that of the Project and therefore, the same energy consumption for construction would occur and impacts would be less than significant.

Alternative 5 would require the same level of energy use from operation of energy sources (i.e., appliances, lighting) and HVAC equipment as the Project, and would generate the same number of daily vehicle trips during operation. As with the Project, Alternative 5 would use newer energy efficient appliances, lighting, and equipment and would comply with water conservation, energy conservation, and other sustainability requirements of the City's Green Building Code and SMMC. Both the Project and Alternative 5 would increase urban density in a transit-rich area thereby minimizing vehicle trips. Lastly, neither the Project and Alternative 5 would conflict or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, as with the Project, impacts under Alternative 5 would be less than significant, with the level of impact the same as under the Project.

Geology and Soils

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death, involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

No known active or potentially active faults underlie ~~beneath~~ the Project Site~~ is not bisected by an active fault with the potential to cause fault rupture at the surface~~, and no designated Alquist-Priolo Special Study Fault Zone bisects the Project Site. Therefore, the Project Site is not subject to fault rupture and, the Project and Alternative 5 would not cause potential substantial adverse effects involving fault rupture. Impacts would be less than significant and similar.

However, the Project Site is subject to strong seismic ground shaking during a seismic event. Such shaking would create a potential for damage to structures and hazards to people under both the Project and Alternative 5. However, the associated effects can be mitigated through compliance with the geotechnical engineering design and construction standards specified by the SMBC and the site-specific seismic design parameters in a *Design-Level Geotechnical Report.* Furthermore, both the Project and Alternative 5 would replace older buildings on the Project Site with modern buildings constructed to the latest building code and seismic safety standards and would rehabilitate the Palisades Building, which is a landmark building. With regard to liquefaction and landslides, as indicated in Section 4.8, Geology and Soils, the Project Site is in an area with low liquefaction risk and is not considered to have a potential to cause or be susceptible to landslide hazards. In addition, Project construction and operation would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. As with the Project, Alternative 5 would be required to adhere to the site-specific recommendations of a Final Geotechnical Report. Construction and operation would be similar to that of the Project. Therefore, the Project and Alternative 5 would not cause potential substantial adverse effects involving strong seismic ground shaking. With regulatory compliance, impacts of Alternative 5 would be similar to the Project and would be less than significant.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Both the Project and Alternative 5 would require excavation of the Project Site and the construction of new buildings. The Project Site is not considered to have a potential to cause or be susceptible to landslide hazards; is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation; and is located within an area with low liquefaction risk. The soils on the Project Site are not known to have significant expansion potential. Further, construction and operation of the Project would not result in ground vibrations or excessive soil saturation at the coastal bluff such that landslides would occur. Notwithstanding, the Project and Alternative 5 would be subject to applicable regulations, including the SMBC and the site-specific design parameters of a Final Geotechnical Report to be approved by the City Department of Building and Safety, thus avoiding exposure of people or structures to substantial adverse effects. Through compliance with regulatory measures, impacts of the Project and Alternative 5 would be similar and less than significant.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Both the Project and Alternative 5 would require excavation into existing soils on the Project Site. There are no unique geologic features at the Project Site. Under Alternative 5, the volume of excavation on both Project parcels would be the same as that of the Project and therefore, would present a similar potential for encountering paleontological resources. The Project and Alternative 5 would both be subject to the provisions of DCP MM CR-4a and DCP MM CR-4b, which provide for monitoring of excavation activities and proper identification, treatment and preservation of any resources that may be discovered. As with the Project, impacts under Alternative 5 would be less than significant and would be the same as the Project.

Greenhouse Gas Emissions

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

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?

As with the Project, Alternative 5 would generate GHG emissions during construction from construction equipment operating and operational net GHG emissions resulting from the Project's generation of motor vehicles, area sources, energy consumption (i.e., electricity, natural gas), water conveyance, wastewater/waste conveyance, and stationary sources, Under the Project, the

net increase in annual GHG emissions during construction and operation would be 1,028 metric tons of CO_2e per year, and impacts would be less than significant. Alternative 5 would result in the same level of construction and operational activity, vehicle trips, and energy use as the Project and, as such, GHG emissions under this alternative would be the same as under the Project.

As with the Project, Alternative 5 would implement PDF AQ-1 through AQ-4 which would reduce GHG emissions and would also be required to comply with CBC Title 24 (CALGreen), SCAQMD Rule 403, City of Santa Monica Sustainable City Plan, City of Santa Monica Climate Action and Adaptation Plan, and other applicable regulations. Thus, similar to the Project, Alternative 5 would not conflict with applicable plans, polices or regulations adopted for the purpose of reducing the emissions of GHGs (e.g., the City's LUCE, Sustainable City Plan, CAAP, Green Building Code and SMMC, AB 32, SB 375, etc.). Impacts would be the same and would be less than significant under the Project and Alternative 5.

Hazards and Hazardous Materials

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?

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 6592.5, and as a result, it would create a significant hazard to the public or the environment?

Both the Project and Alternative 5 would redevelop the Hotel Parcel and the Second Street Parcel. Buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs, which if present could pose a hazard to the public if released into the environment. Such material would be removed in accordance with regulatory procedures established to protect people during the removal of these materials. No hazardous soil conditions are known to be present within the Hotel Parcel or the Second Street Parcel. Similar to the Project, the existing UST on the Hotel Parcel, which has not caused adverse soil impacts, would be removed according to regulatory procedures under the oversight of the Santa Monica Fire Department. Since soil contamination could result, as a cautionary procedure and/or the potential to encounter an unexpected hazardous soil condition, the Project and the Alternative would implement a Soil Management Plan (SMP) during excavation. Alternative 5 would include the same uses as the Project and therefore, the same types of routine use of materials such as those used for household cleaning and maintenance products, pesticides and herbicides, paints, solvents, degreasers, and chemicals associated with swimming pools. Through compliance with regulatory measures, impacts of the Project and Alternative 5 due to upset and accident conditions involving the release of hazardous materials into the environment would be similar and less than significant.

The Project Site is not included on a list of hazardous waste/materials sites compiled pursuant to Government Code Section 65962.5; and therefore, the Project and Alternative 5 would not create significant hazards to the public or the environment due to the presence of hazardous materials associated with such listings.

Hydrology and Water Quality

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Like the Project, Alternative 5 could potentially contribute pollutants in stormwater runoff during construction and operation that could drain to impaired receiving waters (e.g., Santa Monica Bay). As with the Project, construction activity under Alternative 5 would be subject to the implementation of BMPs in accordance with the NDPES permit and Santa Monica Urban Runoff Pollution Plan, reducing the potential for pollutants to enter stormwater flows.

Consistent with existing conditions and in accordance with NPDES and City regulations, the Project and Alternative 5 would not be permitted to allow dry weather runoff from leaving the Project Site. Stormwater runoff during operations for both the Project and Alternative 5 would be subject to the accumulation of pollutants from hardscape areas of the Project Site. The Project and Alternative 5 would reduce the amount of such run-off due to reductions in parking surfaces and other hardscape areas.

During operation, the Project and Alternative 5 would implement drainage system BMPs developed in accordance with the Santa Monica Urban Runoff Pollution Ordinance, or the payment of a fee. Alternative 5, as with the Project, would reduce the amount of run-off entering the City's drainage system and ensure that stormwater runoff leaving the Project Site would not significantly impact the water quality of receiving water bodies. Impacts of the Project and Alternative 5 would be similar and less than significant.

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Neither the Project nor Alternative 5 would include new groundwater production wells that could reduce groundwater supply. Further, no groundwater production wells are located in the Project vicinity. Both the Project and Alternative 5 would result in reductions in the amount of impervious surface area that currently occurs on the Project Site although it would not notably affect groundwater infiltration due to the subterranean garage. The impacts of the Project and Alternative 5, would be similar and would be less than significant.

Would the project substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site or in a manner which would result in flooding on- or off-site;

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Project and Alternative 5 would not substantially alter the existing drainage pattern of the Project Site or area since site drainage would continue to be conveyed to the municipal storm drains in the adjacent streets with conveyance to the 90" stormwater pipe in Wilshire Boulevard. In addition, like under the Project, Alternative 5 would not result in substantial erosion or siltation since Alternative 5 would comply with applicable regulations (SWPPP and associated BMPs) that would be implemented during construction in accordance with applicable City and LARWQCB regulations.

Under Alternative 5, as with the Project, a system to harvest and re-use rainfall for non-potable purposes would be installed, thus reducing Site runoff. The existing 90"~~90'~~ stormwater pipe is considered to be "not deficient" during the 10-year storm and Alternative 5 would not exceed capacity. The Second Street Parcel is below the 15,000 square feet threshold and can therefore, opt to pay a fee in lieu of providing a harvest system.

Construction BMPs selected and the drainage system at the two parcels would be designed and tailored to the site-specific conditions and designs. Therefore, impacts of the Project and Alternative 5 would be similar and less than significant.

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project and Alternative 5 would be implemented in a manner consistent with, and supportive of the City's Sustainable Water Master Plan (SWMP). As with the Project, Alternative 5 would comply with NPDES and City requirements, where BMPs would be implemented to address water quality and groundwater issues during both construction and operation of the Project. BMPs for the operations of the Hotel Parcel include the installation of a system to harvest and re-use (for non-potable purposes) rainfall on the Project Site. The Second Street Parcel, with less than 15,000 square feet, would include a similar system or pay an in lieu fee that would support conservation and water quality provisions of the SWMP. Therefore, Alternative 5 would result in similar water quality impacts as the Project and would be less than significant.

Land Use and Planning

Would the project physically divide an established community?

Similar to the Project, Alternative 5 would result in the redevelopment of the Hotel Parcel and the Second Street Parcel, and would not change the overall existing pattern of development and circulation in the surrounding area. The continuation of existing hotel, retail, and restaurant uses on the Hotel Parcel would not affect land use patterns. Furthermore, the introduction of residential uses on the Hotel Parcel and the Second Street Parcel would provide infill housing within the Downtown that would be consistent with the mix of uses in the Project vicinity. Development for the Project or Alternative 5 would fall within the existing road and pedestrian grid systems. Similar to the Project, Alternative 5 would not physically divide the community and no impact would occur.

Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project and Alternative 5 would not exceed the development parameters of the ELS (Hotel Parcel) and the Second Street Parcel in terms of allowable building height, density (FAR), and land use as set forth in the DCP. As with the Project, Alternative 5 would introduce growth in proximity to mass transit within the City and would contribute to a development pattern that supports reduced vehicle miles and improved pedestrian experience in the Downtown. Alternative 5, as with the Project, would incorporate sustainability features to reduce demand on energy and water, and would increase density in an area served by public transit in accordance with SCAG RTP/SCS policies. Both the Project and Alternative 5 would be consistent with the LUCE vision to renovate an aging hotel facility. As with the Project, Alternative 5 would remove perimeter walls/hedges along Ocean Avenue and Wilshire Boulevard and replace any removed or relocated street trees in accordance with SMMC Section 7.40. In accordance with LUCE, DCP, LUP, and Open Space Element policies, Alternative 5 would provide for 48 percent open space in the Hotel Parcel, including approximately 5,000 square feet of designated publicly accessible open space (a reduction from 14,000 square feet public open space under the Project). In accordance with LUCE and DCP policies, both the Project and Alternative 5 would provide for rehabilitation of the historic Palisades Building, and protection of the Moreton Bay Fig Tree, both of which are City-designated landmarks. However, because of reduced building heights and greater uniformity among Alternative 5's buildings, Alternative 5 would not meet to the same extent as the Project many of the design parameters set forth in the LUCE and DCP regarding architectural articulation, variable building heights and roof styles, and building step-backs that would be achieved with the Project's greater range of building heights and setback areas within the Project Site. The Second Street Parcel would be developed with affordable residential units. Neither the Project nor Alternative 5 would conflict with the applicable policies of local and regional plans designed for the purpose of avoiding or mitigating an environmental impact and, as such land use impacts would be less than significant under both. However, because the Project would implement more DCP, LUP, and Open Space Element policies, including more public open space compared to Alternative 5, impacts due to conflict with a land use plan would be less under the Project than under Alternative 5.

Neighborhood Effects

Since Alternative 5 would result in the same development program as the Project, Alternative would result in the same net increase in associated operational activities that would generate neighborhood effects within the Downtown. The Project would result in less than significant neighborhood effects in terms of aesthetics, land use, noise, and air quality, and with significant unavoidable neighborhood effects in terms of traffic impacts on operational intersection and street segment LOS. Alternative 5 would result in the same impacts. As with the Project, with mitigation impacts would be significant and unavoidable at three study intersections and along five street segments. Overall, neighborhood effects would be the same under Alternative 5 as under the Project.

Noise and Vibration

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

Construction

Similar to the Project, construction of Alternative 5 would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. Similar to the Project, construction of Alternative 5 would require the use of heavy equipment during the demolition, grading, excavation, and construction activities at the Project Site. Construction noise levels would temporarily increase ambient noise levels at surrounding land uses including noise sensitive receptors. While construction activities would generally occur during the allowable daytime hours and would not reach or exceed the human hearing threshold for pain, maximum construction noise levels, when added to the ambient noise levels, could temporarily and periodically exceed the City's allowable exterior noise levels at nearby sensitive receptors. Impacts would be reduced to less than significant with MM NOISE-1. Alternative 5 would generate the same daily construction noise impacts as the Project since the quantity and type of construction equipment used, as well as the construction duration would be the same. As with the Project, with the implementation of MM NOISE-1, construction noise impacts would be less than significant.

Operation

Both operation of the Project and Alternative 5 would increase noise levels at adjacent noise sensitive receptors due to mechanical equipment for the buildings, use of outdoor open space, and traffic generated offsite. Similar to the Project, Alternative 5 operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, as well, as on-site parking and open space areas, which would produce similar levels of noise as the Project. In light of the same development program as the Project, the net increase of 1,117 weekday vehicle trips and 1,367 weekend trips for the Project would also result under Alternative 5. Under Alternative 5, the Project would result in the same operational traffic noise impacts as the Project. Therefore, operational noise impacts under Alternative 5 would be the same as the Project. Similar to the Project, operational noise impacts would be less than significant.

Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Construction

As analyzed in Section 4.14, Noise and Vibration, during construction, groundborne vibration would be generated from the use of heavy construction equipment at the Project Site, which could potentially expose existing sensitive land uses surrounding the Project Site to excessive vibration. Project construction could result in the operation of vibratory equipment at distances that would

result in vibration velocities potentially exceeding the criteria of 0.25 in/sec PPV at the on-site Palisades Building and Regency Moderne Medical Office (south of the Second Street Parcel) and the criteria of 0.3 in/sec PPV at The Huntley Hotel, thus resulting in a potentially significant impact. To reduce potential structural damage vibration impacts from vibratory equipment to be used during specific construction phases, MM NOISE-2 is prescribed. Daily construction vibration levels would be similar to those of the Project since the quantity and type of equipment used would be the same as well as the construction duration, and the impacts would be similar to that of the Project. No additional significant noise impacts would occur under Alternative 5. Similar to the Project, construction vibration impacts under Alternative 5 would be significant and unavoidable.

Operation

In light of the same development program as the Project, Alternative 5 operations would include a similar number of typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels. Therefore, operational vibration impacts under Alternative 5 would be similar to the Project. As with the Project, operational vibration impacts would be less than significant.

Police Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

Similar to the Project, construction and operational activities under Alternative 5 would create a demand for police protection services and could potentially slow emergency response times and interfere with emergency access. However, Alternative 5 would include the same uses and the same development program as the Project and as such, would result in the same on-site population. As with the Project, adequate emergency access would be maintained through implementation of the required Construction Management Plan and City (including SMPD) review/approval of the proposed site plan. The Project and Alternative 5 would include provisions for reducing demand for police services including the implementation of a security plan per DCP MM PS-2, Project design/security features that would enhance safety (including a dedicated 24-hour, on-site department responsible for security), and site plan review of the Project's design features per the provisions of SMMC Section 3.68 (Comprehensive Crime Prevention program). Therefore, Alternative 5, like the Project, would not require new or expanded police protection facilities, the construction of which could cause significant environmental impacts, and impacts would be less than significant. Impacts of Alternative 5 would be the same as those of the Project, and like the Project would be less than significant.

Fire Protection

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, need for new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Similar to the Project, construction and operational activities under Alternative 5 would create a demand for fire protection services and fire flow, and could potentially slow emergency response times and interfere with emergency access. However, the Project Site is adequately served by existing fire protection services and fire flow infrastructure. Alternative 5 would, like the Project, carry out its construction activities in accordance with a City-approved Construction Impact Mitigation Plan (CIMP). Alternative 5 would be designed to comply with all applicable fire protection regulations. SMFD site plan review would ensure incorporation of required fire protection safety features as required by the Fire Code. Therefore, Alternative 5, would like the Project, not require construction of new or expanded fire protection facilities to maintain adequate service levels that would result in physical environmental impacts. Because Alternative 5 would include the same uses and the same development program as the Project, impacts would be similar to those of the Project and less than significant.

Transportation

Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Both the Project and Alternative 5 would redevelop the Project Site with hotel, residential and retail uses, with similar development programs and increases in Site population. The location of the Project Site would support contributions from both the Project and Alternative 5 to increases in the number of public transit trips, bicycle trips and pedestrians with accessibility to the Downtown entertainment, service, and visitor attractions.

The primary goals of the LUCE and SCAG's 2016 RTP/SCS with regard to alternative transportation in Santa Monica are focused on shifting trips away from single-occupancy vehicles to more sustainable modes of travel such as transit, bicycling, and walking. To achieve this goal, the LUCE encourages the development of mixed-use communities with attractive and safe bicycle and pedestrian facilities that are also well connected to high-capacity and frequent transit service. Both Alternative 5 and the Project would: (1) represent a mixed-use development and the intensification of urban density on an infill site within the Downtown in proximity to transit (including the Expo LRT Downtown Santa Monica Station and multiple Santa Monica Big Blue Bus and Metro bus lines); (2) include pedestrian improvements along Wilshire Boulevard, Ocean Avenue, and 2nd Street (such as new sidewalks), improvements to the on-site pedestrian network, and new bicycle parking; and (3) implement a TDM program (PDF TR-1) to encourage the use of alternative transportation and reduce single occupancy vehicle trips and VMT as much as possible.

Hence, both the Project and Alternative 5 would contribute similarly in support for the use of alternative transportation modes, and both would result in less than significant impacts in terms of consistency with circulation plans/programs/policies.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Vehicle Miles Travelled

Following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project would be presumed to have a less than significant transportation impact, based on its accessibility to public transit, FAR, and parking provisions. Therefore, no further VMT analysis is required. Nonetheless, a quantitative VMT analysis has been prepared for informational purposes following the guidance in OPR's Technical Advisory. Since ~~the City of Santa Monica has not yet adopted~~ adoption of the VMT thresholds postdates ~~and because~~ the Project ~~predates the applicability of Section 15064.3~~ and release of the EIR, no determination of significance is made.

As presented in Section 4.17 Transportation, a quantitative analysis of the Project's VMT estimates that the Project would result in 9.9 VMT per employee, which is about half of the existing citywide average of 19.2 VMT per employee. In comparison to the regional average for Los Angeles County, the Project's 9.9 VMT per employee is more than 15% below existing regional average of 18.41 VMT per employee. The Project's residential VMT rate of 10.7 VMT per capita is slightly greater than the citywide average of 9.0 VMT per capita. In comparison to the regional average for Los Angeles County, the Project's 10.7 VMT per capita is more than 15% below existing regional average of 13.44 VMT per capita. An informational analysis of the Project's VMT indicated that the Project would generate a total net new daily VMT of 7,115 vehicle trips per day, that the Project's per employee VMT would be lower than the existing citywide per employee VMT rate and its per capita VMT would be higher than existing citywide per capita. As shown in Table 5- 2, Alternative 5's weekday trip generation would be the same at the Project's. Therefore, Alternative 5's impacts regarding VMT would be the same as the Project's.

Intersection Operations

As indicated in Table 5-2, with the development of the same commercial square footage and residential units, Alternative 5 and the Project would generate the same number of trips, 1,367 weekend daily trips and 96 weekend peak hour trips. Further, as shown in Table 5-3, using the City's adopted LOS significance thresholds for intersections, Alternative 5 and the Project would result in significant impacts at the same four intersections.

For the Project, a feasible mitigation measure is available for one of the significantly impacted intersections, reducing the number of significantly impacted intersections to three. MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. The same mitigation measure would be available for implementation under Alternative 5. Therefore, after mitigation, Alternative 5 and the Project would have significant impacts at three intersections and the impacts of Alternative 5 would be similar to those of the Project.

Street Segment Operations

Using the City's adopted significance thresholds for street segments, Alternative 5 would generate the same increase in operational vehicle trips as the Project, which would exceed applicable base ADT standards, resulting in significant impacts along five of the 11 street segments that were analyzed. The five street segments are shown in Table 5-4, *Summary of Project and Alternatives Street Segment Impacts.* As shown in Table 5-4, *Comparison of Project and Alternatives Street Segment Impacts,* the following five street segments would be impacted: 2nd Street between Wilshire Boulevard and California Avenue (Segment 2), California Avenue between Ocean Avenue and 2nd Street (Segment 8), California Avenue between 2nd Street and 3rd Street (Segment 9), California Avenue between 3rd Street and 4th Street (Segment 10), and California Avenue between 4th Street and 5th Street (Segment 11).

No feasible mitigation is available to reduce these impacts for the Project or Alternative 5. Therefore, both the Project and Alternative 5 would result in significant unavoidable street segment impacts and the level of impact would be similar.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project and Alternative 5 would include the development of hotel, residential, and retail uses rather than the types of uses (e.g., industrial, landfill, agriculture, etc.) that could potentially generate substantial truck or farm equipment traffic that is hazardous or incompatible with existing traffic. The site designs for the Project and Alternative 5 would avoid the inclusion hazardous design features such as sharp curves or dangerous intersections and would be compliant with City Code street improvement requirements. Therefore, impacts of the Project and Alternative 5 would be similar and would result in less than significant impacts with regard to hazards due to geometric design features.

Would the project result in inadequate emergency access?

The Project and Alternative 5 would redevelop the Project Site with hotel, residential and retail uses. However, the amount of development would be less under Alternative 5 than with the Project. As with the Project, Alternative 5 would close the existing Site access from Wilshire Boulevard and Project Site access would be provided from surrounding streets and would be reviewed and approved by multiple City Departments to ensure compliance with City requirements and the provision of adequate emergency access. Neither the Project nor Alternative 5 proposes the closure or major modification of adjacent access streets.

During construction, truck and worker travel to and from the Project Site, temporary lane closures or sidewalk closures, and large haul trucks and other heavy equipment on Downtown streets may disrupt traffic flows thereby potentially resulting in short-term significant impacts. However, significant impacts would be avoided through implementation of PDF CE-1, which would require the implementation of a CIMP consistent with DCP MM T-1. The CIMP would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access

and parking, street closures, and construction parking. Therefore, construction traffic impacts of the Project and Alternative 5, with similar development programs and similar PDF provisions, would be similar and less than significant.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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); or

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

No tribal cultural resources, as defined in PRC Section 21074, were identified as located on the Project Site during the tribal consultations required by AB 52. Therefore, the Project and Alternative 5 would not cause a substantial adverse change in the significance of tribal cultural resources, and no impact would occur under either.

Water Supply

Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which would cause significant environmental effects?

Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

With regard to water infrastructure and water supply, since Alternative 5 would result in the same development as would occur under the Project and the change in placement of the buildings on the Hotel Parcel would not affect the provision of water, impacts would be the same. Under Alternative 5, connections would be made to the existing infrastructure located in the surrounding streets. In addition, as with the Project, Alternative 5 would incorporate water-efficient fixtures and appliances required under current regulations and would use stormwater or recycled water for landscaping on the Hotel Parcel. Since development would be the same as under the Project, the demand for domestic water and fire flow would be the same. Based on the Capacity Study, the City's water network is capable of satisfying the Project's fire flow requirement with a minimum residual pressure of 20 psi. In addition, as with the Project, Alternative 5 would result in an approximately 33.4% reduction in water use compared to existing conditions. Therefore, no impact would occur and impacts would be the same as under the Project.

Wastewater

Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?

Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Alternative 5 would have the same amount of development as the Project. The Hotel Parcel is currently served by three sewer lines: a 12-inch sewer line in 2nd Street and an 18-inch line in California Avenue and Ocean Avenue. As with the Project, Alternative 5 would implement water conservation measures and would therefore result in a decrease in wastewater flow to the surrounding sewer lines in 2nd Street, California Avenue, and Ocean Avenue compared to existing conditions. Alternative 5, like the Project would replace aging plumbing fixtures and appliances with water efficient components and would use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements. Therefore, Alternative 5 would result in a reduced water demand from existing conditions thereby also resulting in a net decrease in wastewater flows requiring conveyance and treatment. Since sufficient infrastructure capacity exists for the Project, and Alternative 5 would result in the same development program, impacts would be the same and would be less than significant.

With regards to wastewater treatment capacity, as indicated in Section 4.19, the HTP has a dry weather capacity of 450 mgd, currently treats 275 mgd, and has a remaining available capacity 175 mgd. Since Alternative 5, like the Project, would result in a reduction in wastewater, no expansion of wastewater treatment capacity would be required under either the Project and Alternative 5. Impacts would be the same and would be less than significant.

5.6.5.3 Relationship of the Alternative to the Project Objectives

Alternative 5 would redevelop the Hotel Parcel with hotel and associated amenities, residential, and retail uses and develop affordable housing on the Second Street Parcel. While the development program under Alternative 5 and the Project would be the same, the site plan would be different with the massing in the southern portion of the Site. This alternative would meet the underlying purpose of the Project since Alternative 5 would modernize the aging facility and improve visitor serving uses. Alternative 5 would implement the DCP (Objective 1) as it would provide 312 guestrooms, upgraded visitor service uses, residential units, and retail uses on the Hotel Parcel, and up to 48 affordable units on the Second Street Parcel. Alternative 5 would meet Objective 2 to preserve hotel uses to the same extent as under the Project.

Alternative 5 would redevelop a property designated as ELS, and provide significant community benefits through publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue (Objectives 1 and 10). However, publically-accessible open space would be reduced from 14,000 square feet under the Project to 5,000 square feet under Alternative 5 and space for public art would likely be more constrained. As such, Alternative 5 would not meet Objectives 1 and 10 to the same degree as under the Project. The maximum building height (130

feet) and three other buildings ranging in heights from 30 feet to 90 feet would allow for architectural variation and iconic design, although the relocation of the 80-foot-high building to the Wilshire Boulevard street frontage would create a more constrained layout of buildings and, potentially, more limited design than that achieved under the Project (Objective 3). As with the Project, Alternative 5 would contribute to the character of the Downtown through the removal of perimeter walls and the provision of visual and physical access to and through the parcel and its historic resources and the provision of ground floor retail that would activate the street (Objective 4). Alternative 5 would meet Objective 5 to create market rate and affordable housing in a TPA to the same extent as the Project since the number of residential units would be the same. Alternative 5 would meet Objective 6, as it would preserve the historic resources through the rehabilitation of the Palisades Building. Alternative 5 would also improve public views of the Palisades Building and the Moreton Bay Fig Tree by removing perimeter walls and opening the street front to a public plaza. As with the Project, Alternative 5 would implement sustainability features (Objective 7). Alternative 5 would provide a similar level of employment opportunities associated with the hotel and retail use as would the Project (Objective 8) and would result in similar economic and fiscal benefits (Objective 9). Alternative 5 would also meet Objective 10 related to the provision of affordable housing on the Second Street Parcel and preservation of the landmark Palisades Building and Moreton Bay Fig Tree, although it would not meet the provision of publicly-accessible open space to the same extent as the Project. Overall, for the reasons provided above, Alternative 5 would meet most of the Project objectives, although it would not meet the Project's objectives related to open space and building design to the same extent as the Project.

5.6.6 Alternative 6 – Modified Access Alternative

5.6.6.1 Description of the Alternative

Under Alternative 6, the Modified Access Alternative, the only substantial change to the Project would be a modification to access for the Hotel Parcel. Otherwise, under Alternative 6, the Hotel Parcel would be redeveloped with essentially the same design and land use program as the Project, though there would be a 3,000 square foot reduction in the main hotel ballroom. Under Alternative 6, development of the Second Street Parcel would be the same as the Project.

With regard to vehicular access, as with the Project, the driveway access along Wilshire Boulevard would be closed. A hotel entry court would be provided on 2nd Street (Second Street Entry Court), but would be located to the south of the location under the Project in order to accommodate another vehicular access point for use by employees, thereby eliminating vehicular access on California Avenue. Under Alternative 6 the loading dock would remain in the same location as under the Project. With the shift of the Second Street Entry Court to the south, views of the Moreton Bay Fig Tree would be reduced through the vehicular entrance compared with the Project. In addition, the shift in the Second Street Entry Court would result in a slight reduction to the main hotel ballroom from about 10,000 square feet to about 7,000 square feet, reducing the ability to accommodate large charitable, social and corporate events. The driveway for employee vehicular access would be located between the new location of the Second Street Entry Court and the loading dock and would be as separate access to avoid safety and capacity issues of mixing

employee circulation with guests, residents, and valets. In addition, the separate access for employees would address safety concerns associated with sharing ramp access with valet drivers if one access on 2nd Street was provided for all vehicles. The new vehicular access would require an additional curb cut and driveway resulting in three 20-foot wide curb cuts (27.5 feet with aprons) in addition to the 35-foot wide loading dock area (42.5 feet with curb cuts) along 2nd Street. The residents access on Ocean Avenue would remain under Alternative 6.

5.6.6.2 Environmental Impacts

As indicated above, Alternative 6 would be essentially the same as the Project with the exception of the location of employee vehicular access, which would be located on 2nd Street in Alternative 6, rather than on California Avenue under the Project. Because construction, architecture/landscape design, the development program, and operational issues are essentially the same in Alternative 6 as the Project, the focus of the comparative impact analysis provided below is limited to those topical areas where the change in access would have a comparative difference. Accordingly, the topics analyzed below include: Aesthetics, Neighborhood Effects, and Transportation. Given the similarities between Alternative 6 and the Project, impacts associated with the following topics would be the same as the Project, and are therefore not evaluated under this alternative:

- Air Quality
- Biological Resources
- Construction Effects
- Historical Resources
- Archaeological Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Police Protection
- Fire Protection
- Tribal Cultural Resources
- Water Supply
- Wastewater

Aesthetics

Alternative 6 meets applicable criteria under PRC Section 21099(d)(1) as a transit oriented infill project and, therefore, the analyses of impacts to scenic vistas, scenic resources, light and glare and shading are provided for informational purposes only.

Would the project have a substantial adverse effect on a scenic vista?

Alternative 6 differs from the Project in that the employee vehicle access on California would be relocated to 2nd Street on the Hotel Parcel. The main hotel Second Street Entry Court on 2nd Street would be shifted toward the south to accommodate the relocated vehicle access driveway for employees. However, the shift in the Second Street Entry Court location would partially obscure the direct views of the Moreton Bay Fig Tree from this area provided under the Project.

Elimination of the California Avenue entry under Alternative 6, would allow for a modest increase in landscaping on California Avenue due to removal of the employee access driveway, though this would be offset by a modest decrease in landscaping due to relocation of the access to 2nd Street. As with the Project, impacts on scenic vistas would be less than significant, and although Alternative 6 would minimally reduce views of the Moreton Bay Fig Tree from 2nd Street, impacts regarding scenic vistas overall would be similar to the Project.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Potential impacts on scenic resources under Alternative 6 would be similar to the Project and less than significant. As with the Project, the Moreton Bay Fig Tree would be preserved pursuant to a Tree Protection Plan, with its ongoing maintenance regime maintained, and the historic Palisades Building would be rehabilitated pursuant to Preservation Plan.

Would the project conflict with applicable zoning and other regulations that govern scenic quality?

As with the Project, Alternative 6 would be consistent with policies that govern scenic quality related to maximum development requirements of the LUCE, DCP, and SMMC. Both Alternative 6 and the Project would be substantially consistent with zoning and regulations that govern scenic quality, and impacts would be the same and less than significant.

Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Lighting for Alternative 6 would be essentially the same as the Project, consistent with SMMC regulations, and would not generate substantial light and glare. However, Alternative 6 could result in less light from vehicle headlights along California Avenue with the relocation of the employee access to 2nd Street. Even so, impacts with respect to light and glare for Alternative 6 would be similar to the Project and less than significant.

Would the project create shading effects that would interfere with the use of outdoor open space or solar accessibility?

Building configurations, heights and massing would be the same for Alternative 6 as the Project, and shading effects would therefore be the same. Neither the Project nor Alterative 6 would shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. Therefore, as with the Project, Alternative 6 shading impacts would be less than significant and the same as the Project.

Neighborhood Effects

Since Alternative 6 would result in the same development program as the Project, Alternative would generally result in the same net increase in associated operational activities that would generate neighborhood effects within the Downtown. The Project would result in less than significant neighborhood effects in terms of aesthetics, land use, noise, and air quality since the site plan and level of operation would be the same as the Project. However, while similar to the Project, the increase in vehicle trip generation would result in significant and unavoidable neighborhood effects in terms of traffic impacts on operational intersection and street segment LOS, because of the change in the vehicular access the trip distribution would be different. With all employee trips accessing the Project Site on 2nd Street, the severity of the impacts at 2nd Street & Wilshire Boulevard (Intersection 14) would increase under both Approval (2020) and Future Year (2025). As with the Project, MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. Therefore, after mitigation, Alternative 6 and the Project would have significant impacts at three intersections and the impacts of Alternative 6 would be similar to those of the Project. However, Alternative 6, with relocation of employee access from California Avenue to 2nd Street, would avoid the significant impact along California Avenue between Ocean Avenue and 2nd Street (Segment 8). While still remaining significant, impacts at the four street segments evaluated along California Avenue, east of 2nd Street (Segments 9, 10 and 11), would also experience reductions in traffic impacts. Relocated access trips would occur along other street segments, with the most notable increase being along 2nd Street between Wilshire Boulevard and California Avenue.[6] With the avoidance of a significant impact along one street segment, the impact of Alternative 6 would be less than the Project.

Transportation

Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Although Alternative 6 would relocate employee vehicular access, from California Avenue to 2nd Street, it would not otherwise meaningfully change the Project's consistency with circulation programs, plans, ordinances, or policies. As with the Project, Alternative 6 would not conflict with programs, plans, ordinances or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Accordingly, associated impacts under Alternative 6 would be less than significant and similar to the Project.

6 For more detailed information, refer to Chapter 7 of the Traffic Study, which is provided in Appendix L of this EIR.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Vehicle Miles Travelled

As Alternative 6 would not change the development program, the number of vehicular trips, trip length, and the estimated employee, residential, and visitor population would be similar to the Project. Alternative 6 impacts regarding VMT would be the same as the Project's.

Intersection Operations

As indicated in Table 5-2, with the development of the same commercial square footage and residential units, Alternative 6 and the Project would generate the same number of trips, 1,367 weekend daily trips and 96 weekend peak hour trips. However, the distribution of trips would be different from those of the Project, since the Project's employee access would be relocated from California Avenue to 2nd Street.

Even with the change in trip distribution that would occur under Alternative 6 as a result of the modified access, this alternative would result in significant impacts, before mitigation, at the same four intersections as the Project. Further, with all employee trips accessing the Project Site on 2nd Street, the severity of the impacts at 2nd Street & Wilshire Boulevard (Intersection 14) would increase under both Approval (2020) and Future Year (2025).

For the Project, a feasible mitigation measure is available for Intersection 14, reducing the number of significantly impacted intersections to three. MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. The same mitigation measure would be available for implementation under Alternative 6. Therefore, after mitigation, Alternative 6 and the Project would have significant impacts at three intersections and the impacts of Alternative 6 would be similar to those of the Project.

Street Segment Operations

Both the Project and Alternative 6 would generate an increase in operational vehicle trips that would exceed applicable base ADT standards, resulting in significant impacts. As shown in Table 5-4, the Project would result in a significant impact at five of the 11 street segments that were analyzed. These include the following: 2nd Street between Wilshire Boulevard and California Avenue (Segment 2), California Avenue between Ocean Avenue and 2nd Street (Segment 8), California Avenue between 2nd Street and 3rd Street (Segment 9), California Avenue between 3rd Street and 4th Street (Segment 10), and California Avenue between 4th Street and 5th Street (Segment 11). There are no feasible mitigation measures to reduce these impacts to less than significant level.

Alternative 6, with relocation of employee access from California Avenue to 2nd Street, would avoid the significant impact along California Avenue between Ocean Avenue and 2nd Street (Segment 8). Further, while still remaining significant, impacts at the four street segments evaluated along California Avenue, east of 2nd Street (Segments 9, 10 and 11), would also experience reductions in traffic impacts. Relocated access trips would occur along other street segments, with the most notable increase being along 2nd Street between Wilshire Boulevard and

California Avenue.[7] Alternative 6 would have the same significant impacts as the Project at the remaining four street segments. With the avoidance of a significant impact along one street segment, the impact of Alternative 6 would be less than the Project.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The site designs for the Project and Alternative 6 would be similar and avoid hazardous design features such as sharp curves or dangerous intersections and would be compliant with City Code street improvement requirements. Therefore, impacts of the Project and Alternative 6 would be similar and less than significant with regard to hazards due to geometric design features.

Would the project result in inadequate emergency access?

The Project and Alternative 6 would result in the same amount of development and slightly different traffic impacts due to the driveway relocation. During construction, truck and worker travel to and from the Project Site, temporary lane closures or sidewalk closures, and large haul trucks and other heavy equipment on Downtown streets may disrupt traffic flows thereby potentially resulting in short-term significant impacts. However, PDF CE-1, which would require the implementation of a CIMP consistent with DCP MM T-1, which would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. Therefore, impacts of the Project and Alternative 6 with implementation PDF CE-1 during construction, would be less than significant. With similar development programs, operational impacts of Alternative 6 with regard to emergency access would be less than significant and similar to the Project.

5.6.6.3 Relationship of the Alternative to the Project Objectives

Alternative 6 would redevelop the Hotel Parcel with a hotel and associated amenities, residential, and retail uses and develop affordable housing on the Second Street Parcel. This alternative would meet the underlying purpose of the Project since Alternative 6 would modernize the aging facility and improve visitor serving uses. Alternative 6 would implement the DCP (Objective 1) as it would provide 312 guestrooms, upgraded visitor service uses, 60 residential units, and retail uses in the Hotel Parcel, and up to 45 affordable units in the Second Street Parcel. Through the provision of the same number of hotel room, open space, retail uses, and amenities as under the Project, Alternative 6 would be consistent with Objective 2 to improve visitor-serving uses.

Alternative 6 would redevelop a property designated as an ELS, and provide significant community benefits through publicly accessible open space at the intersection of Wilshire Boulevard and Ocean Avenue (Objectives 1 and 10). The maximum building height (130 feet) and other buildings ranging in heights from 28 feet to 116 feet would allow for architectural

[7] For more detailed information, refer to Chapter 7 of the Traffic Study, which is provided in Appendix L of this EIR.

variation and iconic design, including variations in roof types as achieved under the Project (Objective 3). As with the Project, Alternative 6 would contribute to the character of the Downtown through the removal of walls and providing visual and physical access to and through the parcel and its historic resources and the provision of ground floor retail that would activate the street (Objective 4). Alternative 6 would meet Objective 5 to create market rate and affordable housing in a TPA as would the Project. Alternative 6 would meet Objective 6, as it would preserve the historic resources through the rehabilitation of the Palisades Building. Alternative 6 would also improve public views of the Palisades Building and the Moreton Bay Fig Tree by removing walls and opening the street front to a public plaza. Alternative 6 would implement sustainability features and would likely meet the Project's higher-level sustainability goals, such as LEED v3 Gold, (Objective 7). Alternative 6 would provide a similar level of employment opportunities associated with the hotel and retail use as would the Project (Objective 8) and would result in similar economic and fiscal benefits (Objective 9). Alternative 6 would also meet Objective 10 related to the provision of 100 percent affordable housing on the Second Street Parcel, preservation of the landmark Palisades Building and Moreton Bay Fig Tree, and provision of publicly-accessible open space to the same extent as the Project. Overall, for the reasons provided above, Alternative 6 would meet all of the objectives, as would the Project.

5.7 Environmentally Superior Alternative

Section 15126.6(e)(2) of the State *CEQA Guidelines* indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the "no project" alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

With respect to identifying an Environmentally Superior Alternative among those analyzed in this EIR, the range of feasible Alternatives includes: Alternative 1 – No Project/No Build Alternative; Alternative 2 – Ocean Avenue Transition Tier 2 Development; Alternative 3 – Hotel Only on Hotel Parcel (No Condominiums); Alternative 4 – Reduced Height and Density; Alternative 5 – Alternate Massing; and Alternative 6 – Modified Access. A comparative summary of the environmental impacts of the Project and of each of these alternatives is provided in **Table 5-5**, *Comparison of Impacts of the Project and Alternatives,* and discussed further below.

Of the alternatives analyzed in the EIR, Alternative 1 is considered the environmentally superior alternative because it is the only Alternative that would avoid the Project's significant traffic (intersection and street segment), construction vibration, and historic resource impacts. In addition, Alternative 1, which reflects existing conditions with no change to the environment, would result in less impacts across most of the environmental topics analyzed. Notwithstanding, without redevelopment of the Project Site, Alternative 1 would not improve water quality and reduce demand for water and wastewater services, as would occur under the Project. Also, with no changes to existing conditions on the Project Site, Alternative 1 would not contribute to City efforts to implement the goals and objectives of the DCP nor meet the Project's objectives.

Because Alternative 1 - the No Project/No Building Alternative, is the environmentally superior alternative, the identification of an environmentally superior alternative among the other alternatives is required pursuant to Section 15126.6(e)(2) of the State *CEQA Guidelines*. Accordingly, and for the reasons described below, the environmentally superior among the other alternatives has been identified as Alternative 4, Reduced Height and Density.

According to Section 15126.6(a) of the State *CEQA Guidelines*, the purpose of an Alternatives analyses is to identify alternative developments that would feasibly attain most of the basic objectives of the project but that would avoid or substantially lessen any of the significant effects of the project. Other than Alternative 1, none of the remaining alternatives to the Project would avoid the Project's potentially significant and unavoidable construction vibration impacts (including impacts on an adjacent historical resource), although with reduced excavation and construction under Alternatives 2, 3, and 4 the duration of the impact would be reduced. Further, for these same alternatives, other construction impacts (including noise, air quality and traffic impacts), which are less then significant, would also be reduced in duration due to less construction and excavation relative to the Project.

Further, none of the remaining alternatives would totally avoid the Project's significant transportation (intersections and street segment) impacts. However, Alternatives 2, 3, 4 and 6 would eliminate significant traffic impacts at some locations during some peak hour periods. Of these, Alternative 6 would avoid a significant impact along one street segment, California Avenue between Ocean Avenue and 2nd Street (Segment 8). However, this reduction in impacts would be achieved through rerouting of traffic in the Project vicinity rather than a reduction in trip generation.

TABLE 5-5
COMPARISON OF IMPACTS OF THE PROJECT AND ALTERNATIVES

Environmental Issue	Proposed Project	Alternative 1 No Project/No Build	Alternative 2 Ocean Ave Transition (Tier 2)	Alternative 3 Hotel Only	Alternative 4 Reduced Height and Density	Alternative 5 Alternate Massing	Alternative 6 Modified Access
Aesthetics[a]							
Scenic Vistas	LTS	Less (NI)	Greater (LTS)	Similar (LTS)	Similar (LTS)	Greater (LTS)	Similar (LTS)
Scenic Resources	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Greater (LTS)	Similar (LTS)
Conflict with Regulations that Govern Scenic Resources	LTS	Less (NI)	Greater (LTS)	Similar (LTS)	Similar (LTS)	Greater (LTS)	Similar (LTS)
Light and Glare	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Shade/Shadow	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)
Air Quality							
Construction	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Operation	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Biological Resources	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Construction Effects	SU	Less (NI)	Less (SU)	Less (SU)	Less (SU)	Similar (SU)	Similar (SU)
Historical Resources							
Direct Impacts	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Indirect Impacts	SU	Less (NI)	Greater (SU)	Less (SU)	Less (SU)	Less (SU)	Similar (SU))
Archaeological Resources	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Energy	LTS	Less (LTS)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Geology and Soils							
Geologic and Soil Conditions	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Paleontological Resources	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Greenhouse Gas Emissions	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Hazards and Hazardous Materials	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Hydrology and Water Quality	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Land Use and Planning	LTS	Greater (NI)	Greater (LTS)	Greater (LTS)	Greater (LTS)	Greater (LTS)	Similar (LTS)

Neighborhood Effects	SU	Less (NI)	Less (SU)	Less (SU)	Less (SU)	Similar (SU)	Similar (SU)
Noise and Vibration							
Construction Noise	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Construction Vibration	SU	Less (NI)	Less (SU)	Less (SU)	Less (SU)	Similar (SU)	Similar (SU)
Operation Noise	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Operation Vibration	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Police Protection	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Fire Protection	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Transportation							
Programs and Plans	LTS	Less (NI)	Greater (LTS)	Greater (LTS)	Greater (LTS)	Similar (LTS)	Similar (LTS)
Intersection/Street Segments	SU	Less (NI)	Less (SU)	Less (SU)	Less (SU)	Less (SU)	Less (SU)
Design Hazards	LTS	Less (NI)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Emergency Access	LTS	Less (NI)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Tribal Cultural Resources	NI	Similar (NI)	Similar (NI)	Similar (NI)	Similar (NI)	Similar (NI)	Similar (NI)
Water Supply	LTS	Greater (LTS)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)
Wastewater	LTS	Greater (LTS)	Less (LTS)	Less (LTS)	Less (LTS)	Similar (LTS)	Similar (LTS)

Acronyms and Abbreviations: NI = no impact, LTS = less than significant impact or less than significant impact after mitigation, SU = significant unavoidable impact

[a] The Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is therefore generally exempt from analyzing aesthetic resource impacts pursuant to CEQA. Therefore, as a transit oriented infill project, the Project's impacts related to aesthetics is provided in this EIR for informational purposes only.

SOURCE: ESA, 2019.

Alternatives 2, 3, and 4 would each avoid a significant impact at one intersection location and a significant impact for one of the peak hours analyzed at a second location. (Alternatives 2 and 4 would avoid significant impacts at Palisades Beach Road & California Avenue [Intersection 1] and AM peak hour significant impacts at Ocean Avenue & California Avenue [Intersection 3]. Alternative 3 would avoid impacts at Ocean Avenue & California Avenue [Intersection 3] and weekend peak hour significant impacts at Lincoln Boulevard & California [Intersection 42]). Further, with reductions in trip generation, Alternatives 2, 3 and 4, would reduce traffic impacts generally throughout the adjacent roadway network,

Each of these alternatives would reduce trip generation by varied amounts during various time periods. Weekday trip generation would be slightly less under Alternative 3 than Alternative 4. Otherwise, Alternative 4 would generally have larger, more notable trip reductions for the weekend daily trips and the AM, PM and weekend peak hours than would Alternative 2 or Alternative 3. Therefore, Alternative 4 would result in the greatest level of reductions in traffic impacts overall, and for other adverse but less than significant traffic related impacts for topics such as GHG emissions, and mobile source air quality and noise.

In addition to traffic and traffic related impacts, Alternative 4 would have additional environmental advantages over Alternatives 2 and 3. Alternative 2, while reducing traffic impacts, would have greater impacts than the Project and Alternative 4 regarding historical resources, views of scenic resources and land use policies related to these topics. Alternative 2 would also have less open space then Alternative 4, which would have the same amount of open space as the Project. Therefore, Alternative 2 would not qualify as the environmentally superior alternative.

Also, Alternative 4 has further advantages over Alternative 3. While both alternatives have similar impacts across numerous environmental topics and both would be consistent with relevant City, Regional and Coastal Commission policies and regulations, Alternative 4 would help fulfill a larger range of policies and regulations as evaluated in Section 4.12, Land Use and Planning. Alternative 4 would be consistent with the Land Use Plan of the Local Coastal Program by providing a mix of uses that are consistent with the provisions of Policy 201~~, and including a larger number of hotel rooms~~. At the same time, Alternative 4, with more housing units than Alternative 3, would more fully implement policies in the 2016 – 204 RTP/SCS, the LUCE, the DCP, and the 2013 – 2021 Housing Element. These policies address a range of uses and multiple needs that pertain to the provision of housing in the Downtown area and the development of Downtown as a mixed-use community with pedestrian and transit availability for City residents. Accordingly, Alternative, 4 is environmentally superior to Alternative 3, and other than Alternative 1 (the No Project/No Build Alternative), it is environmentally superior to the other alternatives.

It should be noted however, that while Alternative 4 is environmentally superior to the remaining alternatives, the Project would be more advantageous in reducing impacts associated with City goals and policies that are intended to accommodate future growth, housing needs and sustainable development patterns that place higher densities in HQTA transit rich areas. Such development patterns reduce VMT with associated reductions in GHG and air pollutant emissions and efficient

use of existing and planned transit and utility infrastructure. Further, Alternative 4 would not be as supportive of LUCE and DCP policies to provide needed development that supports visitor travel to the City and the provision of housing inclusive of affordable units. Further, as compared to Alternative 4, the Project would more fully support the Project Site's ELS designation in the DCP given the Site's unique characteristics and potential to support growth within the City as accompanied by a range of community benefits.

Alternative 4 would meet the underlying purpose of the Project since it would modernize the aging facility on the Hotel Parcel and improve visitor serving uses. However, with the reduction in development and changes to the site plan, Alternative 4 would not meet several of the Project objectives to the same extent as the Project.

Alternative 4 would meet some of the Project objectives. It would meet Objective 1 pertaining to development according to the DCP by providing a mixed use development including hotel uses, visitor serving uses, retail uses and residential units; Objective 4 by contributing to the character of the Downtown area through the removal of walls and provision of visual and physical access to and through the Hotel Parcel, and the provision of ground floor retail to activate the street; and Objective 6 by preserving the historic resources through rehabilitation of the Palisades Building; improving public views of the Palisades Building and the Moreton Bay Fig Tree, and opening the street front to a public plaza.

However, with the reduced development program, Alternative 4 would only partially meet the remaining objectives. It would only partially meet: Objective 2 as it would provide less improvement in visitor serving uses; Objective 3 due to more limited opportunities to provide iconic architecture; Objective 5 due to the provision of fewer market and affordable housing in a TPA; Objective 7 by not implementing the Project's higher-level sustainability goals, such as LEED v3 Gold; Objective 8 by generating fewer employment opportunities; Objective 9 by offering fewer economic and fiscal benefits with the reduction in overall development; and Objective 10 by providing less affordable housing on the Second Street Parcel.

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CHAPTER 6
Other CEQA Considerations

This chapter addresses environmental topics required by CEQA that are not covered within the other chapters of this EIR, including: environmental effects found not to be significant, significant unavoidable impacts, irreversible environmental changes, growth inducing impacts, and potential secondary effects. In addition, the reasons the Project is being proposed notwithstanding its potentially significant unavoidable impacts is also addressed. Lastly, although not required by CEQA, and for informational purposes only, a wind analysis is presented that evaluates potential changes in local wind conditions that would result from the Project.

6.1 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126 requires that an EIR describe any significant impacts that cannot be avoided, even with implementation of feasible mitigation measures. As indicated in Chapter 4, *Environmental Impact Analysis*, of this EIR, the Project would result in the following significant unavoidable impacts.

6.1.1 Construction Effects

As indicated in Section 4.4, *Construction Effects*, of this EIR, Project construction activities on the Second Street Parcel could result in significant unavoidable vibration impacts to off-site structures (see discussion below under Noise and Vibration) if there is no voluntary acceptance of MM NOISE-2 by off-site property owners.

6.1.2 Historical Resources

As indicated in Section 4.5, Historical Resources, of this EIR, the building located at 1137 2nd Street, immediately south of the Second Street Parcel, is a two-story brick Regency Moderne style medical office building identified in the City's Historic Resources Inventory as individually eligible for local listing and is considered a historical resource pursuant to CEQA. This building would be subject to construction vibration effects during construction activities on the Second Street Parcel. MM NOISE-2 would reduce potential structural damage to the adjacent historic resource to a less than significant level, but would require the voluntary acceptance of the measure by the owners of the Regency Moderne Medical Office. Although voluntary acceptance by this off-site property owner would reduce the construction vibration impact to less than significant, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure by these property owners. Because the consent of the off-site property owners cannot be guaranteed, it is conservatively concluded that unless mitigated, construction of the 100% affordable housing building on the Second Street Parcel could have potentially significant and unavoidable construction vibration impacts on the historic building located at 1137 2nd Street.

6.1.3 Neighborhood Effects

As indicated in Section 4.13, *Neighborhood Effects*, of this EIR, mitigation is either not feasible or cannot be assured to reduce the Project's neighborhood effects associated with operational intersection and street segment LOS to less than significant levels (see discussion below under 6.1.4, Transportation). Therefore, Project operational traffic-related neighborhood effects would be significant and unavoidable.

6.1.4 Noise and Vibration

With regard to vibration, MM NOISE-2 would reduce groundborne vibration structural damage impacts. For vibration-generating construction activities on the Hotel Parcel, implementation of MM NOISE-2 would reduce impacts to the on-site historic Palisades Building to less than significant. For vibration-generating construction activities on the Second Street Parcel, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of MM NOISE-2 by off-site property owners (i.e., The Huntley Hotel and the Regency Moderne Medical Office). Although voluntary acceptance by these off-site property owners would reduce the construction vibration impact to less than significant, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure by these property owners. Because the consent of the off-site property owners cannot be guaranteed, it is conservatively concluded that unless mitigated, construction of the 100% affordable housing building on the Second Street Parcel could have potentially significant and unavoidable construction vibration impacts on The Huntley Hotel and the Regency Moderne Medical Office.

6.1.5 Transportation

As indicated in Section 4.17, *Transportation*, of this EIR, using the City's adopted thresholds for determining impacts based on automobile delay (LOS), the Project would have significant and unavoidable impacts (project-level and cumulative level) at the following study intersections and roadway segments under both Approval Year (Year 202) and Future Year (Year 2025) conditions. See Section 4.17 for further discussion.

Intersections

Significant and unavoidable intersection impacts would occur at the following three study intersections under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

1. Palisades Beach Road (PCH) & California Incline
3. Ocean Avenue & California Avenue
42. Lincoln Boulevard & California Avenue

The Project impact at Intersections No. 1, 3, and 42 would be significant and unavoidable since the possible mitigation measures were found to be infeasible. See Section 4.17 for further discussion.

Street Segments

Significant and unavoidable street segment impacts would occur at the following five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street
- Segment 9 – California Avenue between 2nd Street and 3rd Street
- Segment 10 – California Avenue between 3rd Street and 4th Street
- Segment 11 – California Avenue between 4th Street and 5th Street

No feasible mitigation measures (e.g., road widening, additional turn/travel lanes, etc.) were identified to address the five street segment significant impacts. While various traffic calming strategies were considered, these traffic calming measures can reduce and slow traffic along a street but they do not eliminate traffic. See Section 4.17 for further discussion.

6.2 Reasons the Project is Being Proposed, Notwithstanding its Significant Unavoidable Impacts

In addition to identification of the Project's significant unavoidable impacts, Section 15126.2(c) of the State CEQA Guidelines requires a description of the reasons why a Project is being proposed, notwithstanding significant unavoidable impacts associated with the Project.

As discussed above, the Project would result in significant and unavoidable short-term impacts with respect to construction noise on the upper floors of nearby buildings, construction vibration (i.e., potential structural impacts), operational traffic impacts, and significant and unavoidable Construction Effects and Neighborhood Effects associated with these same impacts.

The Project is being proposed, notwithstanding its significant unavoidable impacts, in order to implement the primary purpose of the Project to redevelop the Project Site in accordance with DCP's vision for the future. The DCP vision is to center and increase human activity in the Downtown; to preserve the Downtown's landmarks and unique urban character; to enliven the City's pedestrian environment through wider sidewalks and street-oriented retail uses; to provide affordable housing and other objectives. The Project would modernize the aging hotel, and increase housing supply by providing new condos while preserving the historic resources on the Hotel Parcel and contributing to the City's affordable housing stock through the development of the Second Street Parcel. Furthermore, the Project would comply with the development standards contained in the DCP in terms of height and scale, including compatibility with the surrounding area. In addition to the DCP, the Project is designed to fulfill the vision, goals and policies of the LUCE, and Coastal Program Land Use Plan (LUP). The Project would comply with the directions set forth in these plans, including historic preservation, the provision of visitor-serving uses and housing, the provisions of open space (including publicly-accessible open space), the reduction of mid-block driveways on major thoroughfares, the provision of pedestrian access and orientation, an increase

in employment opportunities, the incorporation of sustainability features, and the provision of community benefits.

More specifically, the Project would implement the DCP, along with related development standards which, in turn, would fulfill the LUCE vision for the Downtown and the Project Site. The Hotel Parcel is located within the Ocean Transition District (OT) and is identified as one of three Established Large Sites (ELS) Overlay Zones. The ELS sites are properties that have the potential to accommodate significant new development and provide significant community benefits. The ELS Overlay designation allows development on the Hotel Parcel to have a maximum of 130 feet in height and a 3.0 FAR subject to the entitlement approval being processed through a development agreement, as well as compliance with other specified requirements.[1] In accordance with Table 2A.4 of the DCP, the redevelopment of the Hotel Parcel would provide all three of the preferred community benefits, including affordable housing, public open space and historic preservation.[2] In addition, the Project would include sustainability features such as LEED certification, implementation of water and energy conservation features, and implementation of an enhanced Transportation Management Demand (TDM) Plan.

The Second Street Parcel is located in the Wilshire Transition District (WT) District where the standards for 100 percent Affordable Housing Projects are 2.75 FAR and 60 feet in height. Both housing and affordable housing are incentivized through additional development capacity compared with non-residential uses in the Wilshire Transition subarea. Development of the Second Street Parcel would provide up to 48 affordable housing units within the Downtown and in close proximity to public transit, a mix of uses such as retail, service, office and entertainment, as well as regional destinations such as Palisades Park, the Promenade, the beach and the Santa Monica Pier.

Development on the Hotel Parcel would increase the number of guestrooms, provide ground-floor visitor serving, and providing housing as well as modernize an aging facility while limiting the maximum height to the DCP-prescribed 130 feet and would result in a 2.6 FAR, which is less development than the DCP maximum of 3.0 FAR. The Project would preserve and feature the Hotel Parcel's two historic landmarks with the adaptive reuse of the Palisades Building for hotel uses, and the preservation and protection of the Moreton Bay Fig Tree. In addition, the Project would remove asphalt that currently surrounds the tree. The Hotel Parcel would also include onsite parking to avoid and minimize neighborhood parking impacts as well as reduce vehicular use (and associated air and noise impacts) from localized hotel valet parking circulation. The Project would increase the housing opportunities in the Downtown with the provision of 60 units on the Hotel Parcel and the development of up to 48 affordable housing units, as well as onsite subterranean parking, on the Second Street Parcel.

The Project would also contribute to the City's efforts to integrate land use and transportation thereby reducing vehicle miles traveled through the incorporation of an enhanced TDM Program

1 City of Santa Monica, Downtown Community Plan, July 2017, page 30.

2 Op. Cit., Table 2A-3, Community Benefits and Fee Priorities for Development Agreements (Preferred On-site Community Benefits), page 29.

(PDF TR-1). The Project's TDM Program would include various components, such as employer-subsidized transit passes; preferential parking and rideshare matching service for carpools and vanpools; parking pricing (i.e., do not provide free onsite parking); unbundled parking; Guaranteed Ride Home; bicycle parking for all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes). A period of annual monitoring and reporting shall be undertaken for the Project to ensure that estimated trips in this Draft EIR are not exceeded.

In addition, the Project would improve the pedestrian environment along Wilshire Boulevard, Ocean Avenue, and 2nd Street through the reduction in curb cuts, removal of the perimeter walls/hedges and other visual and physical barriers into and through the Project Site, incorporation of ground floor and pedestrian-oriented retail uses, provision of public open space interfacing the Palisades Park along Ocean Avenue. The Project would also locate higher-density residential units within the Downtown neighborhood, which is a TPA, within close proximity to public transportation including Big Blue and Metro bus lines as well as the Expo LRT Downtown Santa Monica Station. Thus, the Project would support the City's multi-modal transportation objectives.

The Project would redevelop and modernize an aging hotel while preserving the on-site historic resources and would add ground floor commercial space in the Downtown and, thus, would be consistent with the objectives of the Coastal Program LUP to protect areas of the City that are unique visitor destination locations and provide overnight visitor accommodations. In addition, the Project would be consistent with Coastal Program LUP objectives to provide support facilities such as shops, restaurants, and cultural uses that serve visitors and the local community at the east side of Ocean Avenue between California Avenue and Colorado Avenue. The Project would also be consistent with LUCE, DCP, and LUP policies to provide for new plazas and open space in the Downtown available for public use.

The Project would be consistent with applicable plans for the Project Site that support sustainability, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the LUCE, the Housing Element, the DCP, and the Zoning Ordinance. In addition to locating both visitors and residents within walking distance to a variety of uses as well as regional destination points in close proximity to public transit, the Project would incorporate Green building design features and recycling systems into the new construction thereby replacing aging systems and updating with sustainable features. The Project would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. As required by Santa Monica code, all new buildings on the site would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11) the City's Green Building Code and Energy Code, the City's Water Neutrality Ordinance and Urban Runoff Mitigation Ordinance requirements. The Project would incorporate conservation features such as photovoltaic panels and other renewable energy resources; LED lighting in hotel and residences; no use of cooling towers to minimize water usage; harvesting of storm-water; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet

fixtures in hotel and residences; green roofs to reduce cooling load and capture and reuse cistern system for storm-water runoff; 100 percent non-potable irrigation for landscape; secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees; low-water drought tolerant landscape plant palette; and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations.

Some significant impacts associated with the Project were anticipated in association with implementation of the DCP and future development of the Downtown. As with the Project, the Final EIR for the DCP predicted significant affects related to construction activity and intersection and street segment level of service (LOS). As discussed in Section 4.17 Transportation, a key provision of SB 743, passed in September 2013, is the elimination of LOS as a CEQA significance criterion in urban areas. The basic reason for this change at the State level is the recognition that there can be conflicts between improvements that benefit automobiles versus those that benefit other modes of transportation in urban areas (e.g., widening streets to improve automobile LOS can often be to the detriment of pedestrians), that continued reliance on automobiles is at odds with State objectives to reduce greenhouse gas emissions (through reductions in vehicle miles of travel), and that mitigation for increased vehicle delay often involves measures which may increase auto use and discourage alternative forms of transportation. When employed in isolation, LOS can lead to ad hoc roadway expansions that deteriorate conditions on the network as a whole, or discourage transportation improvements that improve street function overall, by providing better service for transit pedestrians or bicycles, but decreasing level of service for vehicles. Among the issues with vehicle LOS identified by OPR are the following:

- LOS is biased against “last in” development;
- LOS scale of analysis is too small;
- LOS mitigation is problematic (e.g., physical constraints limit roadway capacity upgrades);
- LOS mischaracterizes transit, bicycle and pedestrian improvements as detrimental to transportation (i.e., improvements for pedestrians may result in degraded vehicle LOS);
- Use of LOS thresholds implies false precision; and,
- As a measurement of delay, LOS measures motorist convenience, but not a physical impact to the environment.

According to the legislative intent contained in SB 743, changes to the current practice of using LOS for CEQA analysis are 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.” Therefore, while the Project would result in significant traffic LOS impacts, implementation of the Project would support a land use pattern that would have the beneficial effect of reducing regional wide VMT per capita.

Additionally, the DCP Final EIR also found that the DCP’s circulation strategy to create an effective multi-modal transportation system within the Downtown would shift some automobile trips to other modes of transportation, which would improve transportation connections. Because

the Project would comply with the objectives of the LUCE, DCP and Coastal Program LUP to upgrade and protect areas of the City that are unique visitor destinations, to provide affordable housing, to implement SCAG and the City's sustainability objectives, the Project would result in greater benefit to the community than the continuation of the Project Site in its existing condition.

6.3 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2 (e) requires a discussion of a proposed project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. This includes consideration of projects that would remove obstacles to population growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. Under CEQA, growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth is considered a significant impact only if it can be demonstrated that the potential growth, in some other way, significantly affects the environment. In general, a project may foster physical, economic, or population growth in a geographic area if it meets any one of the criteria identified below:

- The project results in the urbanization of land in a remote location (leapfrog development);
- The project removes an impediment to growth (e.g., the establishment of an essential public service, or the provision of new access to an area);
- The project establishes a precedent-setting action that could lead to physical adverse changes in the environment (e.g., a change in zoning or general plan amendment approval);
- Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.).

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure, such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

<u>Population and Housing Growth</u>

The Project would result in the redevelopment of the Hotel Parcel with an additional 11 hotel rooms, a reduction in meeting square footage, and up to 60 new residential units. In addition, the Project would result in the development of up to 48 affordable residential units on the Second Street Parcel. Both parcels are located within the Downtown Community Plan area of the City.

Potential population growth, as a consequence of changes in demographic patterns, trends in immigration, and natural births, is described in planning documents, such as SCAG's RTP/SCS, LUCE, and the DCP. As described in these documents, population and housing growth should be accommodated in areas near transit. The City has already experienced a high demand for housing

due in large part to the City's creative industries, and according to the Final EIR for the DCP, the City is anticipated to experience increased growth.[3]

As described in more detail in Section 4.12, *Land Use and Planning*, of this EIR, the Project would be consistent with the DCP land use and zoning designations. Thus, the Project's housing and population growth are within what was anticipated under the DCP. In addition, the region is in a housing crisis – where existing housing demand exceeds supply. Therefore, the development of new residential units that would occur as a result of the Project would not induce substantial population and housing growth, but rather would accommodate the housing needs of the existing regional and local population.

Moreover, the Project does not propose growth, but rather seeks to provide new housing opportunities on the site, near transit to preserve existing neighborhoods, consistent with adopted policies of the DCP, LUCE and Housing Element. The core principle of the LUCE is to integrate land use and transportation and to manage growth sustainably in limited areas of the City served by transit. Moreover, the Hotel Parcel is specifically called out in the LUCE as one of seven sites in the Downtown District to focus new investment given its accessibility to transit and ability to accommodate mixed-use development, contribute to the pedestrian-oriented environment, and support substantial community benefits (LUCE Policy D1.5). The Project would implement these policies by supporting housing and commercial uses in the Downtown. This is intended to help meet housing demand and achieve sustainability goals while preserving residential neighborhoods.[4] As discussed in the Final EIR for the DCP, land use changes through 2030 are anticipated to occur almost entirely on sites, such as the Project Site, which are developed with older commercial, retail, office, or service uses. More specifically, the Hotel Parcel is located in the DCP's OT subarea and in the ELS Overlay. The ELS Overlay is provided for three sites in the Downtown that the DCP concluded have the potential to accommodate significant new development and provide significant community benefits. As the most transit-rich area of the City, served by the Big Blue Bus, Metro, and the Expo LRT, the Downtown is important for the creation of new housing opportunities and residential population, achieving sustainability goals, and meeting housing demand. As discussed in the Final EIR for the DCP, growth anticipated under this Project would not exceed the capacity of existing service systems, such as police, fire, and schools so that new facilities would need to be constructed. The anticipated growth would also not result in the encroachment or change in established residential neighborhoods that would result in the removal or replacement of housing. As such, because the Project is consistent with the DCP, it would not result in unanticipated or unsustainable growth that would alter the character of the City or burden the City's service systems beyond existing capacities.

<u>Removal of Obstacles to Population Growth</u>

The Project would implement the policies of the DCP, which are to concentrate new growth within the Downtown. As discussed in the Final EIR for the DCP, the DCP would be implemented within

[3] Op. Cit., page 3.15-27

[4] City of Santa Monica, Final EIR for the Downtown Community Plan, page 3.15-26.

the 236-acre Downtown, which is an urbanized area with an existing infrastructure system, including streets, water supply system, wastewater collection system, and electricity and natural gas delivery systems. The DCP proposes upgrades to the existing transportation and utilities infrastructure, but does not anticipate changes that would induce substantial new growth.[5] Proposed changes include enhanced sidewalk connections and improved transportation network to complete and coordinate the City's multi-modal transportation system.

The Project would result in a reduction in wastewater generation compared to existing conditions. Therefore, no major improvements or upgrades of utility lines (except for new tie-ins/laterals) serving the Project area would be required as a result of the Project. In addition, as discussed in Section 4.18, *Utilities*, of this EIR, cumulative projects within the City could create additional wastewater flows, which could also result in the need for expansion or replacement of infrastructure to accommodate future wastewater generation. If system upgrades (i.e., mains) are required as a result of additional cumulative wastewater flow, arrangements would be made between the respective project and City to construct the necessary improvements, as specified in DCP MM U-1 and DCP MM U-4 from the adopted MMRP for the DCP. In addition, the Project would result in a net reduction in water use compared to existing conditions and no changes are required in adjacent lines serving the Project Site. Cumulative demand on water infrastructure, however, may require implementation of DCP MM U-1 and DCP MM U-4, to ensure that cumulative impacts associated with water line relocation, construction, or expansion would be less than significant. In addition, because the infrastructure upgrades would primarily serve the new land uses projected to occur under the DCP, the changes would not spur new growth or development in remote areas. Because such upgrading or upsizing infrastructure would be to infrastructure within the existing Downtown, it would not remove a major physical limitation to growth or result induce population/housing growth in undeveloped and remote areas.[6]

Precedent-Setting Policies

As further described in Section 4.12, *Land Use and Planning*, of this EIR, the Project would help implement policies of the DCP, and fulfill objectives of the LUCE for Santa Monica's Downtown. As discussed in the Final EIR for the DCP, the policies of the DCP are not considered precedent-setting actions that would induce growth in an undeveloped area, but are aligned with state and local goals, policies, and actions that encourage growth in a sustainable manner. The DCP encourages land use changes in proximity to transit and within an established urban area (Downtown Santa Monica) to reduce vehicle miles traveled and associated GHG emissions, and specifically identifies the Project Site, through the ELS Overlay, to accommodate new development and community benefits. The redevelopment of the Project Site with modern hotel, visitor serving and housing uses would reduce pressure for additional growth in portions of the region that are located farther from the regional core, including Southern California's developing fringe and rural areas (i.e., traditional green-field development). In addition, the Project would support DCP policies to preserve existing surrounding residential neighborhoods by locating development to the transit-rich Downtown. Because the Project is located within the DCP and conforms to the density

[5] Op. Cit, page 4.0-4.
[6] Op. Cit., page 4.0-5.

restrictions of the DCP, it would support LUCE and SCAG policies of sustainable growth and would not result in precedent-setting actions that would induce growth in an undeveloped area. The Project would not foster additional growth other than that already anticipated and would not eliminate impediments to growth. Consequently, the Project would not result in growth inducing impacts.

6.4 Significant Irreversible Environmental Changes

According to Sections 15126(c) and 15126.2(d) of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(d) indicates:

> *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 likely. 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. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

The Project would necessarily consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the Project and would continue throughout their operational lifetime. Development of the Project would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Sites. Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

Throughout the life of the Project, the consumption of nonrenewable resources that are currently consumed within the City would continue. These include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

Although consumption of resources would necessarily occur, the Project would be designed and operated to reduce the necessary consumption of nonrenewable resources. The Project would meet the applicable requirements of CALGreen and the City of Santa Monica Green Building Code which exceeds the State standards, and would be built to meet the standards of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use

commercially reasonable efforts to attain LEED-certified V3 Platinum designation~~. LEED Gold certification or equivalent~~, with incorporation of sustainable features such as solar panels, capacity for electric vehicle recharging, LED lighting, and water-efficient equipment and plumbing infrastructure. As required by Santa Monica code, all new buildings on the site would conform to the California Title 24 Building Energy Efficiency Standards (Part 6) CALGreen (Part 11) the City's Green Building Code and Energy Code, the City's Water Neutrality Ordinance and Urban Runoff Mitigation Ordinance requirements. The Project would incorporate conservation features such as photovoltaic panels and other renewable energy resources; LED lighting in hotel and residences; no use of cooling towers to minimize water usage; harvesting of storm-water; air cooled air conditioning equipment to reduce water usage; solar swimming pool heating; low-flow toilet fixtures in hotel and residences; green roofs to reduce cooling load and capture and reuse cistern system for storm-water runoff; 100 percent non-potable irrigation for landscape; secure parking for bicycles at the ground level and in the subterranean basement; electric car chargers for use by residents, guests and employees; low-water drought tolerant landscape plant palette; and commercial areas conditioned by heat recovery chiller airside free cooling and heat pumps optimized for high efficiency during partial load operations. The Project would reduce waste with on-site recycling containers to support the City's recycling efforts and the City's goal of Zero Waste (achieving 95 percent diversion by 2030). Incorporation of these design characteristics and meeting these requirements would help reduce energy and water consumption associated with the Project, thereby conserving resources.

Further, as in-fill development, the Project would contribute to a land use pattern that would minimize vehicle miles traveled and the consumption of non-renewable resources when considered in a larger context. In addition, the Project would implement a TDM Program pursuant to the SMMC. The Project would be integrated into the City's Downtown in a mixed use area with a variety of commercial, entertainment, and regional destinations. The Project would be located in an area that is served by extensive public transit with bus stops along adjacent and nearby streets, the Expo light rail line at 4th/Colorado, and bicycle paths and lanes in the immediate vicinity. The Project would provide and enhance pedestrian access to nearby retail, restaurant and entertainment venues. Overall, the Project would support rather than conflict with sustainability goals established in the City's LUCE, Sustainability City Plan, and Climate Action and Adaptation Plan.

Continued use of non-renewable resources would be on a relatively small scale and would be consistent with the consumption of such resources that would occur with any development in the region, not being unique to the Project. The consumption of resources would be consistent with regional and local growth forecasts in the area, as well as State and local goals for conservation of such resources; and would not affect access to existing resources, nor interfere with the production or delivery of such resources. The Project Site contains no energy resources that would be precluded from future use as a result of Project implementation. The Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant.

6.5 Potential Secondary Effects

Section 15126.4(a)(1)(D) of the State CEQA Guidelines requires mitigation measures to be discussed in less detail than the significant effects of the proposed project if the mitigation

measure(s) would cause one or more significant effects in addition to those that would be caused by the project as proposed. The analysis of the Projects' impacts in Chapter 4, of this EIR resulted in recommended mitigation measures for several environmental topics, which are identified below. Some of the mitigation measures, those designated with the "DCP" prefix, are mitigation measures included in the Mitigation Monitoring and Reporting Program adopted with the approval of the DCP and are pertinent to the implementation of this Project. The Project-specific mitigation measures supplement the DCP mitigation measures. The following provides a discussion of the potential secondary effects that could occur as a result of implementation of the mitigation measures. For the reasons stated below, it is concluded that implementation of the DCP and Project-specific mitigation measures would not result in significant environmental impacts.

6.5.1 Historical Resources

Construction of the 100% affordable housing component of the Project has the potential generate groundborne vibration that could cause structural damage to the on-site Palisades Building and an off-site historic building located at 1137 2nd Street. The potentially significant impact would be addressed through the implementation of MM NOISE-2, which is presented in Section 4.14, *Noise and Vibration*, and is discussed below in Section 6.5.6.

6.5.2 Archaeological Resources

MM ARCHAEO-1 and MM ARCHAEO-2 establish protections for archaeological resources during excavation through the implementation of construction monitoring. MM ARCHAEO-3 provides provisions for handling of human remains that may be encountered during excavation in a manner that is consistent with PRC Sections 7050.5 and Section 5097.98 regarding Native American human remains. These measures supplement DCP MM CR-3a: Archaeological Data Recovery and DCP MM CR-3b: Inadvertent Discoveries, which require appropriate treatment and/or preservation of resources, if encountered, during construction monitoring. These mitigation measures would ensure that archaeological resources and human remains are not damaged or harmed per compliance with State CEQA Guidelines and regulations that provide for the protection of such resources. No construction or operation of additional uses, structures or other improvements, and no additional construction activities, would be required. Therefore, the implementation of these mitigation measures would not result in significant secondary impacts on the environment.

6.5.3 Biological Resources

DCP MM BIO-1: Nesting and Roosting Sites provides protection of nesting habitat for federally and state-protected migratory birds. The measure addresses tree removal relative to the nesting season and thereby reduces potential impacts to migratory birds. No construction or operation of additional uses, structures or other improvements, and no additional construction activities, would be required. Therefore, the implementation of this mitigation measure would not result in significant secondary impacts on the environment.

6.5.4 Geology and Soils

DCP MM CR-4a: Paleontological Monitoring and DCP MM CR-4b: Inadvertent Discovery of Fossils provide protections for fossil resources should they be present in the soil within the Project Site. These measures provide for monitoring of excavation activities and proper identification, treatment and preservation of any resources that may be discovered. As such, these measures control the nature of excavation activities and handling of resources. No construction or operation of additional uses, structures or other improvements, and no additional construction activities, would be required. Therefore, the implementation of these mitigation measures would not result in significant secondary impacts on the environment.

6.5.5 Hazards and Hazardous Materials

DCP MM HAZ-2a: Phase I Environmental Site Assessment requires the preparation of a Phase I prior to demolition, which has been completed for the Project. DCP MM HAZ-2a.a requires the comprehensive survey of ACM, LBP, PCBs and molds and adherence to this requirement is recommended in the Phase I ESA. In addition, DCP MM HAZ-2c: Discovery of Contamination provides guidance regarding handling and disposal of hazardous materials should they be present. Together these two mitigation measures protect the public from exposure to hazardous materials. No construction or operation of additional uses, structures or other improvements, and no additional construction activities, would be required. Therefore, the implementation of these mitigation measures would not result in significant secondary impacts on the environment.

6.5.6 Noise and Vibration

MM-NOISE-1 requires that if construction activity that would result in increases in noise greater than allowable by the SMMC were to occur between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. [unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e)] within specified distances in MM NOISE-1, one or a combination of construction noise reduction strategies shall be implemented. The noise reduction strategies include the use of specific equipment that would result in less noise, the use of noise control devices on the equipment, and minimizing the simultaneous use of equipment that generate high levels of noise. The implementation of MM NOISE-1 would not result in environmental effects.

MM NOISE-2 requires that construction activity be performed in compliance with procedures that would reduce vibration intensity at The Huntley Hotel and the Regency Moderne Medical Office. Activities include surveying of adjacent buildings prior to construction, restrictions on the use of high-vibration construction activity, vibration monitoring at the face of the adjacent buildings with vibration response procedures where applicable, including, if necessary, building repair. All of these activities result in reductions in vibration impacts. If repair to adjacent structures were to be necessary, it is assumed that such repair work would be limited in nature and would not result in new or substantially more severe significant impacts, such as noise or air quality impacts associated with use of heavy construction equipment. Therefore, the implementation of these mitigation measures would not result in significant secondary impacts on the environment.

6.5.7 Fire Protection

DCP MM PS-1 requires the Applicant to prepare a high-rise pre-fire plan. This measure requires procedural activities to ensure that the Project buildings include built in fire protection features for the protection of the occupants. No construction or operation of additional uses, structures or other improvements, and no additional construction activities, would be required. Therefore, the implementation of this mitigation measure would not result in significant secondary impacts on the environment.

6.5.8 Police Protection

DCP MM PS-2 requires the Applicant to prepare and implement a security plan for the design of common or public spaces, such as parking structures/lots, courtyards, stairways and elevators. The security plan also establishes rules for the use of public areas and the provision of private security in these areas. No construction or operation of additional uses, structures or other improvements, and no additional construction activities, would be required. Therefore, the implementation of this mitigation measure would not result in significant secondary impacts on the environment.

6.5.9 Transportation

MM TR-1 would reconfigure the southbound approach at Intersection No. 14 (2nd Street & Wilshire Boulevard) to include one left-turn lane, one shared right/through lane, and bicycle lane that includes a shared lane conflict marking. Implementation of this mitigation measure would require the removal of 3-4 on-street metered parking spaces on the westerly side of 2nd Street in order to stripe a two-lane southbound approach with one left-turn lane and one shared through/right-turn lane. Given the approximately 25 to 30 feet of width from the existing centerline to the curb, there would be sufficient space following the removal of parking to accommodate a left-turn pocket, a through lane, and the bike lane.

Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. Therefore, the loss of 3-4 on street parking spaces would not constitute a significant impact. In addition, while implementation of these physical roadway improvements would require temporary minimal construction activity limited largely to existing street rights-of-way, construction activities would occur in accordance with applicable air quality and noise regulations (e.g., SCAQMD Rule 403 fugitive dust requirements and SMMC Section 4.12.110 that limits construction noise impacts) as well as the Project's Construction Impact Management Plan (CIMP). Construction activity would be limited to minor street-improvement impacts, which would not materially change the construction assumptions and impacts presented in this EIR. Therefore, the implementation of MM TR-1 would not result in significant secondary impacts on the environment.

6.6 Effects Found Not to Be Significant

CEQA Guidelines Section 15128 requires that an EIR "contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant

and therefore were not discussed in detail in the EIR." This section discusses those issue areas that were determined not to require further analysis in this Draft EIR through the Initial Study, which is contained in Appendix A of this EIR. The Initial Study was completed based on the CEQA Guidelines Appendix G Checklist in effect at the time of preparation. On December 28, 2018, the California Natural Resources Agency adopted revisions to the CEQA Guidelines Appendix G Checklist. In light of the revisions, the questions provided below reflect the revised Appendix G Checklist. The responses to the Checklist questions provided below are based on information provided in the Initial Study, supplemented (where warranted) to address the 2018 revisions to the Appendix G Checklist questions or update information. For example, the questions regarding Wildfires have been included and addressed.

6.6.1 Agricultural and Forest Resources

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project Site is currently developed with urban uses, and does not contain designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant the Farmland Mapping and Monitoring Program, nor does such farmland occur within the City. Therefore, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

b) Would project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site is not zoned or designated for agricultural uses. In addition, no agricultural uses occur on the Project Site. Therefore, the Project would not conflict with existing agricultural zoning or a Williamson Act Contract and no impacts would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Would the project result in the loss of forestland or conversion of forestland to non-forest uses?

The Project Site is currently developed with urban uses. No forest land occurs on the Project Site or surrounding area. Therefore, the Project would not result conflict with existing zoning, or cause rezoning, of forest land. Furthermore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. As such, no impacts would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

As indicated above, the Project Site is currently developed with urban uses. No Farmland, forestland, timberland, or land zoned for timberland production occurs at the Project Site or in the surrounding area. Therefore, the Project would not result in the conversion of farmland to non-agricultural uses or the conversion of forest land to non-forest use. No impacts would occur.

6.6.2 Air Quality

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

The Project involves the development of a mix of hotel, residential and commercial uses, which would not generate significant odors. Limited odors during Project operation may occur as a result of trash areas, the use of certain cleaning agents, and/or food service establishments, all of which would be consistent with existing conditions on-site and in the surrounding area. In addition, limited and temporary odors may occur during Project construction from emissions associated with diesel operated machinery/equipment and the application of architectural coatings. Because of the temporary nature of the emissions and the highly diffusive properties of the exhaust, impacts with regard to emissions leading to odors would be less than significant.

6.6.3 Biological Resources

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The Project Site is fully developed and is located in an urbanized area within the City. No special status/sensitive species, riparian habitat, or other sensitive natural community occur on the Project Site or surrounding area. Therefore, the Project would not have a substantial adverse effect on any sensitive or special status species, riparian habitat or other sensitive natural community and no impacts would occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Project Site is fully developed and located in an urbanized area within the City. There are no wetlands on the Project Site or in the surrounding area. As such, the Project would not have a substantial adverse effect on state or federally protected wetlands and no impacts would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No habitat for any special status or sensitive biological species exists on the Project Site or in the vicinity. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Project Site. Therefore, no impacts would occur.

6.6.4 Geology and Soils

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project Site is entirely supported by existing municipal wastewater infrastructure. Therefore, no impacts related to soils supporting septic tanks or alternative wastewater disposal systems would occur.

6.6.5 Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction activities for the Project would involve the use of potentially hazardous materials. However, the use of these hazardous materials would be temporary, and all potentially hazardous materials would be handled, used and stored in accordance with manufacturers' specifications, applicable federal, state, and local health and safety regulations. As such, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant during construction.

Operation of the Project would involve the use of potentially hazardous materials typical of those used in hotel, residential, and commercial developments. These materials would not pose a significant health hazard to the public and would be used in limited quantities. Furthermore, all potentially hazardous materials would be handled, used, and stored in accordance with manufacturers' specifications and applicable federal, state, and local health and safety regulations. As such, operational impacts related to the transport, use, or disposal of hazardous materials would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Project Site is not located within one quarter mile of an existing school. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impacts would occur.

e) For a project located within 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The Project Site is located approximately 2 miles north of the Santa Monica Airport. However, the Project Site is not located in the area covered by an airport land use plan. In addition, the Project Site is located outside of the 65 and 70 CNEL Airport Land Use Plan Noise Contour (areas of high noise levels). Furthermore, given the current level of airport operations and existing noise levels, the Project would not result in airport-related safety hazards or excessive noise for the people residing or working in the area. Furthermore, in accordance with a settlement agreement, the Santa Monica Airport will serve primarily small propeller planes and will close in 2028. Therefore, no impacts would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Emergency access to the Project Site is currently provided to emergency vehicles on the adjacent streets (Ocean Avenue, California Avenue, Wilshire Avenue, and 2nd Street). During Project operation and construction, emergency access to the Project Site would continue to be provided via these streets. Furthermore, the Project Site plans would be reviewed prior to issuance of a building permit plans to ensure that all fire safety requirements of the Santa Monica Fire Department (including those related to emergency access) are met. Therefore, the Project's impacts on an emergency response plan or emergency evacuation plan would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The Project Site is located in an urbanized area where no wildlands are present. Furthermore, the Project Site is not located within a designated Fire Hazard Severity Zone. The Project would be required to prepare a High-Rise Pre-Fire Plan. Therefore, no wildland fire impacts would occur.

6.6.6 Hydrology and Water Quality

d) Would the Project in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The Project Site is not located within a flood hazard, tsunami hazard, or seiche zone. Furthermore, all potentially hazardous materials used during Project construction and operation would be handled, used, and stored in accordance with manufacturers' specifications and applicable federal, state, and local health and safety regulations. Therefore, impacts would be less than significant. In addition, Section 4.10, *Hydrology and Water Quality*, provides a detailed analysis of potential water quality impacts that could occur from Project construction and implementation.

6.6.7 Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No mineral extraction operations occur on the site or in the nearby vicinity. Additionally, the Project Site is not designated as an existing mineral resource extraction area by the State of California. Given that the project site is located within a highly urbanized area of the City and has been previously disturbed by development, the potential for mineral resources to occur on-site is low. Therefore, construction and operation of the Project would not result in the loss of availability of a mineral resource or mineral resource recovery site. No impacts would occur.

6.6.8 Noise

e) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?

The Project Site is located approximately two miles north of the Santa Monica Airport and the Project Site is located outside of the 65 and 70 CNEL Airport Land Use Plan Noise Contour (areas of high noise levels). Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from an airport or private airstrip. No impacts would occur.

6.6.9 Population and Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

The Project would develop up to 60 market rate units on the Hotel Parcel and up to 48 affordable housing units on the Second Street Parcel, resulting in a total residential population of 275 people.[7] Relative to the existing City residential population the Project's increase in population would not be substantial. In the larger context of the region, the Projects' population increase would make up a small percentage of the anticipated population growth for Los Angeles County. The Project's population increase is consistent with SCAG's growth projections for the period between 2016 and 2020 and between 2016 and 2040, the RTP/SCS horizon year, for the City and the County as a whole. The Project would not induce substantial unplanned population growth. In terms of the

[7] The Project Site is located in Census Tract 7014.02, which has an average household size of 1.5 persons. However, the residential units in this census tract are primarily 1-bedroom units. Therefore, the citywide 2017 American Community Survey 5-Year Estimates (https://www.census.gov/programs-surveys/acs/data.html) for Santa Monica of 2.41 persons was used for the condominiums. Empirical data on household size of affordable apartments in Santa Monica (provided by the Applicant) was used with affordable housing 1-bedroom units having an average household size of 1.39 persons, and the 2-3 bedroom units having average household size of 3.43 persons. Applying these factors to the proposed unit mix results in an estimated project population of 275 people (60 x 2.41 + 17 x 1.39 + 31 x 3.43 = 275 persons).

provision of housing within the Downtown area, as indicated in the DCP EIR, the City has a high demand for housing. The Project would provide a mix of unit size, affordability, and new housing opportunities within the transit-rich Downtown area of the City. The Project's 108 units (which would include 48 affordable housing units) would represent 4.6% of the 2,326 multifamily housing units anticipated in the Downtown area.

Furthermore, the Project Site is located within the urbanized City of Santa Monica, which is served by existing roads and other supporting infrastructure. Accordingly, the Project would not require new roads or other infrastructure that would induce new development and population growth beyond the Project itself. Therefore, impacts relative to unplanned population growth would be less than significant.

b) Would the project displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere?

The Hotel Parcel is currently developed with a hotel and retail/restaurant uses and the Second Street Parcel is a surface parking lot. No housing exists on-site. Therefore, the Project would not displace people or existing housing, nor necessitate the construction of replacement housing elsewhere. No impacts would occur.

6.6.10 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

c) Schools?

The Santa Monica Malibu Unified School District (SMMUSD) provides primary and secondary public education services to the students living within the City. The Project includes the development of residential units that could result in an increase in school-age population. However, the project Applicant would be required to pay school facility fees to the SMMUSD, which would constitute full mitigation. Therefore, with payment of these fees, impacts on schools would be less than significant.

d) Parks?

The City of Santa Monica provides a number of recreation and park facilities to its residents. The Project would generate a residential population which would generate an incremental demand on parks. However, the Project includes public and private on-site open space, which would help meet the recreational needs of Project guests and residents. As such, the Project would not result in a significant increased use of existing neighborhood and regional parks or other recreational facilities. Impacts would be less than significant.

e) Other Public Facilities?

The City of Santa Monica is currently served by four Santa Monica Public Libraries (SMPLs). The Main Library, located at 601 Santa Monica Boulevard, is the closest library to the Project Site. Due to the increasing use of electronic resources (i.e., online websites) as well as the modest increase in residential population, it is not anticipated that the residential uses associated with the Project would generate a substantial increase in demand on the City's library facilities. In addition, given the transitory nature of hotel guests, hotel uses typically do not generate a substantial demand on the City's library facilities. Furthermore, hotel guests would have access to Wi-Fi internet. Therefore, impacts would be less than significant

6.6.11 Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The City of Santa Monica provides a number of recreation and park facilities to its residents. In addition, the City provides and maintains regional recreational facilities to accommodate tourists and visitors, including the Santa Monica Pier, the Santa Monica Beach, and Annenberg Community Beach House (a publicly accessible beach club). As indicated above, the increase in population that would result from the Project would not generate a significant demand for neighborhood parks and recreational facilities such that substantial physical deterioration would occur.

It is anticipated that residents of the Project would visit the nearby Palisades Park, Palisades Garden Walk, the Santa Monica Pier, and the Santa Monica Beach. However, these parks and recreational facilities are commonly visited by tourists and visitors and as such, are frequently maintained by the City to ensure that these facilities are not adversely impacted. The Project would be required to provide private outdoor living space for the residential units in accordance with the City's Zoning Ordinance. Furthermore, the Project would be required to pay a Parks and Recreation Development Impact fee. Therefore, impacts on parks and recreational facilities would be less than significant.

6.6.12 Transportation

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project does not include any hazardous geometric design feature such as sharp curves or dangerous intersections on- or off-site, nor does the Project propose any hazardous or incompatible uses. Furthermore, there are no existing hazardous geometric design features such as sharp curves or dangerous intersections on site or in the surrounding Project area. No impacts would occur,

d) Would the project result in inadequate emergency access?

Emergency access to the Project Site is currently provided to emergency vehicles on the adjacent streets (Ocean Avenue, California Avenue, Wilshire Avenue, and 2nd Street). During Project construction and operation emergency access would continue to be provided via these streets. Furthermore, the Project Site plans would be reviewed prior to issuance of a building permit plans to ensure that all Santa Monica Fire Department fire safety requirements (including those related to emergency access) are met. Therefore, impacts would be less than significant.

6.6.13 Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

The Project Site is currently developed with urban uses, is surrounded on all sides by urban development, and is currently served by electric power, natural gas and telecommunication lines in the adjacent streets. The Project would require the construction or relocation of electric, natural gas and/or telecommunications infrastructure on the Project Site and new connections from this infrastructure to the existing electric, natural gas and telecommunications lines in the adjacent streets. Construction impacts associated with the installation of these improvements would primarily involve minor trenching in order to place new or relocated lines below the surface and connections to the existing off-site lines. However, the environmental effects associated with the on-site portion of improvements is already subsumed in the environmental analysis for the proposed Project in Chapter 4 of this EIR. Also, any air emissions, noise and traffic disruptions associated with construction of new or relocated lines and connections would be minor, temporary, largely restricted to the Project Site and the adjacent street rights-of-way. Furthermore, construction activities would occur in accordance with applicable air quality and noise regulations (e.g., SCAQMD Rule 403 fugitive dust requirements, SMMC Section 4.12.110 restricting construction activities to daylight hours, etc.) that have been formulated to avoid significant construction-related air emissions and noise. Lastly, while construction/relocation of these improvements could potentially result in minor traffic and circulation disruptions during the construction period, implementation of the proposed Construction Traffic Management Plan (PDF-TRAF-1) would ensure that any such traffic and circulation disruption would be less than significant. Therefore, the Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, and the impacts would be less than significant.

d) 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?

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Construction and operation of the Project would result in the need for solid waste disposal at the County's landfills. In particular, construction of the Project would generate construction and demolition (C&D) waste such as asphalt, concrete, glass and wood. In compliance with Section 8.108.010 Subpart C of the SMMC, the Project would be required to divert at least 70 percent of C&D material from landfills. As such, project construction impacts on landfill capacity and attainment of solid waste reduction goals would be less than significant.

Based on the uses proposed by the Project and the solid waste generation factors provided in Table 2 of the Initial Study (Appendix A of this EIR), operation of the Project would generate approximately 2,131 lbs/day of solid waste (1.07 tons/day) which would amount to a net increase of 717 lbs/day (0.7 tons/day) compared to existing uses.[8] In addition, the amount of solid waste generated during operation does not account for any waste diversion programs that would be implemented by the Project, such as recycling programs for cardboard boxes, paper, aluminum cans, and bottles, in accordance with AB 939 and the City's Source Reduction Recycling Element. The daily solid waste generated by the Project would account for less than 0.01 percent of the permitted daily disposal of the in-County landfills serving the City. The Project would be constructed to meet the standards of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. Thus, the Project would reduce waste with on-site recycling containers to support the City's recycling efforts and the City's goal of Zero Waste (achieving 95 percent diversion by 2030). Since the Project would not represent a substantial portion of the daily permitted tonnage of the in-County landfills serving the City, and the Project would include source reduction and recycling measures, it is anticipated that the landfill would have sufficient capacity to accommodate the solid waste generated by the Project. As such, operational impacts on landfill capacity and attainment of solid waste reduction goals would be less than significant.

The California Integrated Waste Management Act of 1989 (AB 939) was passed by the State legislature for the purpose of establishing an integrated waste management hierarchy consisting of (in order of priority): source reduction, recycling and composting, and environmentally safe transformation and land disposal. The Act requires each city, county, and regional agency, if any, to develop a source reduction and recycling element of an integrated waste management plan containing specified components. Those entities are required to divert, from disposal or transformation, 50 percent of the solid waste through source reduction, recycling, and composting. In accordance with AB939, the City prepared the Source Reduction and Recycling Element, which outlines efforts to reduce solid waste. Furthermore, the City has adopted the Sustainability City

[8] The Initial Study analysis was updated to reflect the uses as described in Chapter 2, Project Description, of this EIR. Based on the updated analysis, the Project would generate a net increase of 717 lbs/day of solid waste (compared with a net increase of 618 lbs/day calculated in the Initial Study.)

Plan, which includes a number of goals to reduce solid waste disposal. Specifically, the City's solid waste generation is not to exceed 2000 generation levels by 2020, the City shall achieve a diversion rate of 85 percent by 2020, and the City will reduce per capita generation to 2.4 lbs/per person/day.

The Project would not conflict with the goals of AB939, the City's Source Reduction and Recycling Element, or the City's Sustainable City Plan and Zero Waste goal. Throughout the operational life of the Project, recyclable containers/ bins would be provided on site to ensure that project-generated solid waste would be recycled or reused to the greatest extent possible. Additionally, during construction, the Project Applicant would comply with Section 8.108.010 Subpart C of the SMMC which requires that demolition and/or construction projects of over 1,000 square feet prepare a Waste Management Plan to divert at least 70 percent of C&D material from landfills. In accordance with the SMMC, a Waste Management Plan would be prepared prior to commencement of construction work. Therefore, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste and impacts would be less than significant.

6.6.14 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risk, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As indicated previously, the Project Site is currently developed with urban uses, is an urban infill site surrounded on all sides by urban development, is on relatively flat land, and is located more than 2 miles from the Santa Monica Mountains and other natural open space areas. The Project Site is not located within a designated Fire Hazard Severity Zone. In addition, the Project Site is not located in or near a State Responsibility Area.[9] Furthermore, the Project would have no meaningful effect on prevailing winds in Santa Monica, and as shown in the results of the wind-tests (summarized below and provided in Appendix O of this EIR), the Project would have no effect on local winds that would exacerbate wildfire risk. Therefore, no impacts related to wildfires are anticipated.

[9] California Board of Forestry and Fire Prevention, State Responsibility Area Viewer, http://www.fire.ca.gov/firepreventionfee/sraviewer_launch. Accessed March 22, 2019.

6.7 Parking

Public Resources Code (PRC) Section 21099(d)(1) (as amended by Senate Bill (SB) 743) changes the way in which environmental impacts related to transportation, parking, and aesthetics are addressed in an EIR. Specifically, Section 21099(d)(1) of the Public Resources Code (PRC) states that a project's parking impacts shall not be considered significant impacts on the environment if:

1. The project is a residential, mixed-use residential or employment center project, and
2. The project is located on an infill site within a transit priority area, which includes areas within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The Project meets the criteria set forth in PRC Section 21099(d)(1) because it: (1) is a mixed-use development on a two infill properties within an established urban area where all the Project boundaries either abut existing urban development or are separated by urban development only by an improved public right-of-way; and (2) the Project Site is within one-half mile of a major transit stop, including those stops provided by Santa Monica Big Blue Bus Route 2 and Los Angeles County MetroRapid Route 720, both of which travel the length of Wilshire Boulevard between the City of Santa Monica and downtown Los Angeles as well as the Exposition Light Rail line Downtown Santa Monica station, which is located at the intersection of Colorado Avenue and 4th Street. As an urban infill site within a transit priority area, the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is therefore generally exempt from analyzing parking impacts pursuant to CEQA.

While changes in parking conditions resulting from the Project may be of interest to the public and the decision makers and constitute an important urban planning issue, parking loss or deficit in and of itself does not result in direct changes to the physical environment.[10] However, as required under CEQA, this EIR considers any secondary physical impacts associated with expanded or constrained parking supply as part of the travel demand model analysis, which accounts for changes in vehicular trip generation and movements associated with the proposed Project. Potential traffic impacts are addressed in Section 4.17 of this EIR based upon a detailed traffic study for the Project. While this EIR assesses the indirect or secondary environmental effects of parking, such as air quality or noise impacts, the direct effects of a parking deficit or loss have been determined not to be a significant impact under CEQA.

Furthermore, it should be noted that although the DCP does not establish minimum parking requirements, the Project would provide parking to meet the needs of its guests, employees, and

[10] *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, upheld that parking loss or deficit in and of itself does not result in direct changes to the physical environment. In 2010, the Governor's Office of Planning and Research (OPR) amended Appendix G of the CEQA Guidelines to remove the significance criterion about inadequate parking capacity. This approach to parking under CEQA is strengthened by the provisions of SB 743 (2013), which states "aesthetics and parking impacts of a residential, mixed use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

visitors. The proposed subterranean parking structure would include a total of 428 striped parking spaces to accommodate the Hotel Parcel's parking demand, including parking for hotel, retail, restaurant, spa, lounge/bar, and employee parking along with residential parking. This is an increase of 325 spaces over existing on-site parking availability (or 261 spaces including the Second Street Parcel). In addition, 49 aisle spaces that could be used by the hotel valet operation would be available as needed. The parking structure would include electrical vehicle charging stations and low emission vehicle spaces for each use as well as carpool spaces for hotel employees. The number of such spaces will be determined through the Development Agreement and is expected to exceed the City's code requirements. Furthermore, an additional 60 (hotel valet access only) parking spaces are available after 7:00 P.M. weekdays and all day on weekends at the 120 Wilshire Boulevard garage (across Wilshire Boulevard from the Hotel Parcel) pursuant to a covenant that "runs with the land" through 2053.

6.8 Wind Analysis

Although not required under CEQA, for informational purposes, the anticipated effects of the Project on winds that could affect pedestrians and on-site open space and public areas has been assessed. This discussion provides a summary of a Pedestrian Wind Study (Wind Study) prepared by Rowan Williams Davies & Irwin Inc. (RWDI), provided in Appendix O, of this EIR. A wind evaluation of the Project effects on the Moreton Bay Fig Tree is provided in Section 4.3, Biological Resources, of this EIR.

To characterize potential changes in the pedestrian wind environment that could occur with implementation of the Project, RWDI used wind-tunnel testing to simulate and compare existing on-site wind conditions with wind conditions that would exist with the Project. Using a 1:300 scale model of the Project Site and vicinity, which included surrounding buildings and topography, but no landscaping except the Moreton Bay Fig Tree, the existing conditions and future conditions with the Project were determined.[11] The test models were fitted with 82 sensors to measure mean and gust speeds at a scale height of five feet above ground.[12] For each scenario, wind speeds were measured at all sensors for each of 36 equally spaced wind directions. Wind speed and direction statistics recorded at Santa Monica Municipal Airport between 1988 and 2018, inclusive, were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds for the Summer (May through October) and Winter (November through April) seasons, at each test location on the site and vicinity. The resulting full-scale wind predictions were compared with RWDI wind criteria to determine the comfort and safety of these winds for pedestrians under existing and future with Project conditions.

The findings of the Wind Study indicate that based on wind tunnel modeling, wind conditions would remain similar to existing conditions, the Project would not adversely impact wind speeds around the Project Site (i.e. adjacent sidewalks), and the new public open spaces provided as part of the Project would generally be comfortable for pedestrian use. Although wind tunnel modeling

[11] RWDI notes that the wind study was based upon a Conceptual Design Package dated February 15, 2018 received from Pelli Clarke Pelli Architects, which were used to construct the scale model of the Project.

[12] For the wind speed measurements that support the wind analysis of the Moreton Bay Fig Tree, a separate set of wind sensors was used (as described in that study), although the wind tunnel test, data manipulation and analysis processes are the same for that study as for the Pedestrian Wind Study.

identified the potential for adverse effects due to increased wind speeds at a pedestrian location along Wilshire Boulevard (Location 4), design revisions made to the Project after completion of the modeling were reviewed by RWDI and are expected, along with incorporation of landscaping, to reduce wind speeds and create more suitable wind conditions for pedestrians in this area.

With regard to private areas used by hotel guests and residents, at three sensor locations on the Hotel Parcel wind conditions were predicted by modeling to be uncomfortable (two at private residential entries and one in private open space area). RWDI concluded that with incorporation of wind control measures, such as denser landscaping, planters, and/or vertical hardscaping elements, (which were not modeled in the Wind Study), more favorable Hotel Parcel (private area) wind conditions could be achieved. The Wind Study also concluded that wind speeds at all locations studied at and around the Project Site are predicted to meet pedestrian wind safety criterion.

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CHAPTER 7
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CHAPTER 8
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CHAPTER 9
Responses to Comments on the Draft EIR

The chapter of the EIR provides responses to written comments received on the Draft EIR. Section 15088(a) of the State *CEQA Guidelines* states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments." Comments on the Draft EIR include issues raised by the public that warrant clarification or correction of certain statements and content in the Draft EIR. The changes described in this Chapter and in Chapter 10, Corrections and Additions, do not add "significant new information" to the Draft EIR that would require recirculation of the Draft EIR. CEQA requires recirculation of a Draft EIR only when significant new information is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states: "New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

Each comment letter received on the Draft EIR has been assigned an identifier (i.e., A1, O1, I1). The body of each comment letter has been separated into individual comments, which have been numbered. This results in a numbering system whereby the first comment in the first letter is identified as Comment A1-1, A1-2, and so on. The letter is included in its entirety with the bracketing for the individual comments, followed by the corresponding responses. **Table 9-1**, *Commenters on the Draft EIR*, provides a list of all agencies, organizations, and persons who submitted written comments on the Draft EIR.

9.1 Comments on the Draft EIR

The Draft EIR was available for a 91-day public review period between February 24, 2020 and May 24, 2020. During this period, a total of 90 comment letters were received. Each of the commenters are listed in **Table 9-1**, *Commenters on the Draft EIR*. This table is immediately followed by the responses to each of the individual comments that were included in the comment letters.

TABLE 9-1
COMMENTERS ON THE DRAFT EIR

Commenter	Comment ID Number
Governmental Agencies	
California Department of Transportation District 7 - Office of Regional Planning	A1
Groups/Organizations	
Climate Action Santa Monica	O1
Community Corporation of Santa Monica	O2
Meals on Wheels	O3
Ocean Avenue, LLC	O4
Pacific Park	O5
Santa Monica Bay Towers Homeowner's Association	O6
Santa Monica Conservancy	O7
Santa Monica Place	O8
Santa Monica Spoke	O9
Wilshire Montana Neighborhood Coalition	O10
Individuals	
Abdo, Judy	I1
Adler, Megan	I2
Arnold, Abby	I3
Aronowtiz, Sari & Harry	I4
Blumenberg, Elenaor	I5
Boysen, Thomas	I7*
Chirstopoulos, Elena	I8
Crawford, Don	I9
Erdim, Fusun	I10
Filpek, Suzan	I11
Gielicz, Albin	I12
Gillette, Laura	I13
Goff, Colby	I14
Griffin, Valerie	I15
Gruning, Mike	I16
Guerboian, Avedis	I17
Guerboian, Eddie	I18
Hansen, Carl	I19
Harwood, Samuel	I20
Heinle, Janet	I21
Hindshaw, Ivan	I22
Hudaverdi, Anthony	I23
Hudaverdi, Anthony2	I24

Commenter	Comment ID Number
Hudaverdi, Anthony3	I25
Jarow, Jeffrey	I26
Kelley, Wendy	I27
Khalpari, Mojgan	I28
Linett, Steven	I29
Liss, Debra	I30
Loeb, Shirley	I31
Lotan, Noam	I32
Lotan, Noam2	I33
Lotan, Shari	I34
Lotan, Shari2	I35
Maciejewski, Mathias	I36
Maguire, Rachel	I37
Mangir, Metin	I38
Mangir, Tulin	I39
Mason, Chenoa	I40
McCrory, Suzanne	I41
Mihalke, Mike	I42
Minardos, George	I43
Myers, Ted	I44
Norris, A.	I45
Pandian, Ganesh	I46
Pandian, Ganesh2	I47
Proctor, Bethany	I48
Redmond, Nate	I49
Rojeski, Mary	I50
Rothman, Judith	I51
Rubin, Jerry and Marissa	I52
Sach, Russ	I53
Saraf, Izhak	I54
Seldon, Kimberly	I55
Seldon, Kimberly2	I56
Shirley, Franklin	I57
Sinder, Rita	I58
Solomon, David	I59
Sones, Sonya	I60
Spilo, Marc	I61
Stadiem, William	I62
Stearns, Richard	I63

Commenter	Comment ID Number
Strumpell, Kent	I64
Tas, Cara	I65
Thompson, Mei Lisa	I66
Trives, Nathaniel	I67
Vega, Janie	I68
Von Klan, Laurene	I69
Von Speyr, Nicholas and Mehrnoush	I70
Ward, Kay	I71
Weisman, Brenda	I72
Widelitz, Ken	I73
Widelitz, Kiley	I74
Wilde, Neal	I75
Wilson, Sons	I76
Yacov, Gonen	I77

Notes: * Letter numbering goes from I5 to I7 as a result of a duplicate letter that was removed.

Comment Letter A1

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

April 1, 2020

Rachel Kwok, Environmental Planner
City of Santa Monica Planning Division
1685 Main Street, Room 212
Santa Monica, CA 90401

RE: Miramar Hotel Project – Draft Environmental Impact Report (DEIR)
SCH # 2013041091
GTS # 07-LA-2018-03166
Vic. LA-1/PM: 35.778

Dear Rachel Kwok:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The project involves the redevelopment of two parcels, referred to as the Hotel Parcel and the Second Street Parcel, that are both located in the Downtown district in the City of Santa Monica. The Hotel Parcel would include a new mixed-use hotel and residential project with ground level open space, food and beverage facilities, meeting space, and ground floor retail uses. The Second Street Parcel would include a new 100% affordable housing development. The City of Santa Monica is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are Interstate 10 (I-10) and State Route 1 (SR-1). Specifically, the I-10 at 4th Street is located approximately 4,000 feet away from the project, while the SR-1 at the California Incline is located approximately 1,500 feet away.

After reviewing the DEIR, Caltrans has the following comments:

- The City of Santa Monica has chosen to analyze the project's transportation impacts primarily in terms of Level of Service (LOS), although a Vehicle Miles Traveled (VMT) analysis was also provided for informational purposes. As stated in the DEIR, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. A1-1
- Caltrans agrees that the impacts of this project on Intersection #1, Palisades Beach Road (also known as SR-1 or Pacific Coast Highway) & California Incline, will be significant and unavoidable under both Approval Year (Year 2020) and Future Year (Year 2025) conditions, even after the implementation of Project Design Feature (PDF) TR-1. PDF TR-1 is a Transportation Demand Management (TDM) program.

The following information is included for your consideration. A1-2

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the robust Transportation Demand Management (TDM) program this project has prepared. Additional TDM strategies that the City of Santa Monica may want to consider integrating into this program include implementing curb extensions, chicanes, street chokers, and planted medians on those street segments that will experience significant and unavoidable impacts. While these traffic calming measures may not eliminate traffic, they can improve crossing and safety conditions for bicyclists and pedestrians. A1-2 (con.)

Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm.

As a reminder, any transportation of heavy construction equipment or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, please submit the Construction Impact Mitigation Plan detailing these delays for Caltrans' review. Caltrans also recommends that the project limit construction truck traffic to off-peak periods to minimize the potential impact on State facilities. A1-3

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS# 07-LA-2018-03166.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

Letter A1

California Department of Transportation

Response to Comment A1-1

This comment summarizes the Project and identifies the nearest State facilities, consistent with EIR Section 4.17, Transportation. For clarification, the Project constitutes infill redevelopment rather than an all-new development.

Consistent with the comment, Section 4.17 provides a description of Senate Bill (SB) 743, which mandates that the significance of the transportation impacts of proposed development projects under CEQA be determined based on vehicle miles travelled (VMT), rather than on delay- and capacity-based metrics, such as level of service (LOS). As indicated in Section 4.17, under SB 743 and consistent with CEQA Guidelines Section 15064.3, lead agencies have until July 1, 2020 to develop and adopt new analytical procedures and threshold criteria to implement VMT as the primary transportation impact metric. Sections 15064.3(c) and 15007 also states that the provisions of this section shall apply prospectively, i.e. new requirements in CEQA Guidelines amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments. The Recirculated Notice of Preparation was issued on June 28, 2018, prior to the adoption of Section 15064.3 and prior to the release of the Governor's Office of Planning and Research (OPR) issued final guidance on evaluating VMT (*Technical Advisory on Evaluating Transportation Impacts in CEQA)*. Since the Draft EIR was released before July 1, 2020 and prior to the City's adoption of VMT thresholds, a VMT analysis is not required for the Project. Nonetheless a VMT analysis is provided in the EIR pursuant to OPR guidance. OPR Guidance also recommends that for transportation-related safety impacts, the effects on the road network, including state highways, are not appropriately evaluated on a project-by-project basis and should instead be addressed at the programmatic level such as the city's general plan or the regional transportation plan. On June 9, 2020, the City of Santa Monica adopted a methodology for implementing SB 743 using VMT as the primary metric for identifying the transportation impacts of proposed development projects. Please see Chapter 10, Corrections and Additions, for a discussion of the Project's VMT in comparison to the City's adopted VMT methodology and thresholds. This discussion is provided for informational purposes only.

Finally, this comment concurs with the technical analysis provided in the EIR and the conclusion that the Project would result in a significant and unavoidable impact at Intersection No. 1 - Palisades Beach Road (PCH) & California Incline.

Response to Comment A1-2

The comment does not raise an issue regarding the transportation analysis in the EIR. Rather, the comment provides Caltrans' support for trip reduction measures and for alternatives to auto use, and encourages the City to evaluate additional means of managing the transportation network as well as providing support of PDF TR-1 (TDM Plan). As discussed beginning on page 4.17-18 of the EIR, the City has several ordinances requiring development projects to support alternative modes through TDM strategies, supporting fees, land use policies and more. The location of the

Project in the dense, destination-rich environment of downtown Santa Monica, along with these policies, promotes the use of alternative modes and reduces the reliance on automobile trips.

Response to Comment A1-3

The comment provides a reminder regarding Caltrans requirements to obtain and submit the necessary construction-related plans and permits, but does not raise any substantive issues on the content or adequacy of the EIR. All necessary Caltrans permits would be obtained by the developer, including obtaining a Caltrans transportation permit for the use of oversized-transport vehicles on state highways, if necessary.

Comment Letter O1

From: Cris Gutierrez
To: Rachel Kwok
Subject: Updated Miramar Project DEIR Comment with Appropriate Signature line
Date: Sunday, May 24, 2020 5:03:47 PM
Attachments: new casm logo copy.png
CPA_Logo.png

EXTERNAL

Rachel—

For the record, below is my DEIR comment with a proper signature line.

Dear Rachel Kwok:

I write to submit comments on the Miramar Hotel (Project) Draft Environmental Impact Report (DEIR). My remarks emerge from my understandings as a resident, as well as my work as a Climate Action Santa Monica (CASM) Steering Committee member, as the CASM Climate Corps Program Director, and as a Clean Power Alliance Community Advisory Committee member. Overall, the DEIR offers a thoughtful assessment of the Project's wide-ranging impacts. As with any ambitious effort, however, there are questions, perhaps concerns, left to address. That is particularly true when one seeks to build a hotel with a 100-year outlook for the 21st century.

First, the Miramar Project team's genuine openness to community input and feedback has been extensive and immeasurably appreciated. Since 2011, I have paid attention to the Project. In the last few years I have participated in, at least, two lengthy sessions with the Project team and several CASM colleagues to tour the property, review the proposed Project, discuss sustainability and climate dimensions, and consider the role of the Project in advancing climate resiliency and carbon neutrality in the context of current and future community needs. The Project Team also remained open to my ongoing feedback. O1-1

Second, to my mind, there are some key, albeit not exhaustive, outstanding issues or questions to pursue, including:

1. While the DEIR deals with numerous significant City plans, such as the Downtown City Plan, LUCE, and the Sustainability Plan, the Sustainability Rights Ordinance (SRO), which codifies the latter is omitted. That SRO establishes overarching authoritative provisions to recognize the rights of Nature and the community rights as fundamental and to call out specific natural ecosystems preservation in addition to biennial reporting, all of which the DEIR should address. O1-2

2. With respect to energy, there needs to be clarification in the DEIR about the status of the Project's electricity account. While there is an acknowledgement of the Clean Power Alliance (CPA) as the City's local energy provider and the automatic resident and commercial inclusion as CPA customers, the DEIR also notes, that "While the Project would consume renewable energy, . . . the Project would still be pulling power from SCE's electricity resources." (4.7-11) That phrasing is ambiguous. *Will the Project remain a CPA customer?* At which CPA level: Green, 100% renewable; Clean, 50% renewable; Lean 36% renewable? O1-3

Remaining as a CPA customer at the Green level ensures the City and community can significantly lower its greenhouse gas emissions (GHG), an essential climate action. It is imperative to have the Project's status clarified. O1-3 (con.)

I am not in support of a Project that is not a CPA customer. If, however, that would be the case, there would be enormous GHG mitigations to be made.

3. Regarding the photovoltaic solar panels, the DEIR should explore the possibilities of battery storage opportunities both for the Project's operations and, in the event of a community-wide emergency, availability of supportive energy uses beyond the Project. Potential micro-grid infrastructure could serve both the Project operationally and its community role in strengthening climate resiliency. O1-4

4. As to transportation, the DEIR needs a one-to-one bicycle parking to car parking ratio with opportunities for future adaptations of car parking to advantage more bicycle accommodations. Easy access to appropriate EV supports for E-bikes should also be assessed. O1-5

I look forward to the Project's DEIR refinement and a vanguard approach to a climate–resilient Project. I will continue to pay attention.

With respect,
Cris

CLIMATE ACTION SANTA MONICA

Climate Action Santa Monica
Cris Gutierrez, CASM Climate Corps Program Director
CASM Steering Committee Member
(424) 214-8096
crispeace@earthlink.net
climateactionsantamonica.org

CPA CLEAN POWER ALLIANCE

Cris Gutierrez, Clean Power Alliance, Community Advisory Committee

Comment Letter O1

Climate Action Santa Monica

Response to Comment O1-1

The comment is introductory in nature and provides the commenter's background and involvement in the planning process. The comment indicates there are some concerns to address, which are provided in the comments below. Detailed responses are provided below to each of the comments provided in the letter.

Response to Comment O1-2

The comment acknowledges plans that are evaluated in the EIR, including the Sustainability Plan, LUCE and DCP and raises a question regarding inclusion of the Sustainability Rights Ordinance. The City adopted the Sustainability Rights Ordinance in 2019 to codify the City's commitment to achieving sustainability by among other things: (i) restoring, protecting and preserving our natural environment and all of its components and communities including, but not limited to, the air, water, soil, and climate upon which all living things depend; (ii) creating and promoting sustainable systems of food production and distribution, energy production and distribution, transportation, waste disposal, and water supply; and (iii) to the full extent legally possible, subordinating the short-term, private, financial interests of corporations and others to the common, long-term interest of achieving environmental and economic sustainability. The ordinance is broad – providing general policy direction for the City and does not contain specifics to be incorporated into a development project. Rather, specific requirements applicable to development projects are contained in other code sections, such as Chapter 7.10, Sustainable Runoff Conservation and Sustainable Management Ordinance and Chapter 7.16, Water Conservation.

In addition, the sustainability goals and policies in the LUCE and DCP are evaluated in Section 4.12, Land Use and Planning. Therefore, no changes are needed to the EIR.

Response to Comment O1-3

All electricity customers in the City are automatically defaulted to receive 100% renewable energy from the Clean Power Alliance. As indicated in EIR Section 4.7 Energy, as there is the opportunity to purchase varying amounts of renewable electricity through the CPA as well as opt out of CPA all together, the EIR analysis conservatively assumes the project opts out of CPA with respect to determining impacts with respect to electrical consumption. At this time, it is unknown if tenants of the Project will commit to 100% renewable energy. The commenter's objection to the Project opting out of the Clean Power Alliance is noted, and will be forwarded to the decision makers for consideration.

Response to Comment O1-4

The Project will install solar electric photovoltaic (PV) systems, as required by the City of Santa Monica Green Building Code Solar Ordinance. The required installation of the PV systems will be implemented by installing a minimum total wattage of 2.0 times the square footage of the building footprint (2.0 watts per square foot). The commenter states that the EIR should explore on-site battery storage to provide support energy uses beyond the Project. The Project does not propose

on-site battery storage at this time; and the EIR does not currently analyze the inclusion of this feature. However, the comment is noted, and will be forwarded to the decision makers for consideration.

Response to Comment O1-5

The Project would provide bike parking (short-term and long-term) on the project sites. The precise number of bike parking spaces would be determined as part of the Development Agreement, and is anticipated to exceed Code requirements. The commenter's suggestion that a one-to one bicycle parking to car parking ratio as well as EV support for E-bikes should be provided is noted, and will be forwarded to the decision makers for consideration**.**

Comment Letter O2

Community Corp.
of SANTA MONICA

May 19, 2020

VIA EMAIL
Ms. Rachel Kwok
City of Santa Monica Planning Division
1685 Main Street
Santa Monica, CA 90401

Re: Support for Draft EIR – Fairmont Miramar

Dear Ms. Kwok:

Community Corp. is a Santa Monica-based non-profit organization that restores, builds, and manages affordable housing for people of modest means. By building and operating quality affordable housing, we improve neighborhoods, create an environment where people can thrive, and positively affect thousands of lives. Our work contributes to the distinct character of Santa Monica, making it a more inclusive, caring, and environmentally sustainable city. In short, we advance the values that Santa Monica residents share – and enrich our community in doing so.

Our organization is pleased to be partnering with the Fairmont Miramar team to provide up to 48 new affordable housing units as part of the Miramar redevelopment project. Building new affordable housing on Second Street, in the heart of downtown Santa Monica, is an essential component of the project, and will contribute to the values of inclusiveness that the City has demonstrated over the years. O2-1

Affordable housing should be ideally located near jobs and transit and in a walkable neighborhood. This location north of Wilshire and one block from Ocean Avenue meets all of those goals and would otherwise not be a financially viable opportunity for a 100% affordable housing project without the land contribution by the Miramar development.

1423 SECOND STREET, SUITE B, SANTA MONICA, CA 90401 T 310. 394.8487 F 310.395.4336

Equal Housing Opportunity

We believe the draft EIR has thoroughly analyzed the various aspects and potential impacts of the Miramar project including the affordable housing component. Now that this milestone has been achieved, we hope the City will complete the Final EIR and bring the project forward for City Council approval. O2-1 (con.)

Regards,

Tara Barauskas
Executive Director

With a copy to:
Honorable Mayor Kevin McKeown
Mayor Pro Tem Terry O'Day
Councilmember Sue Himmelrich
Councilmember Ted Winterer
Councilmember Greg Morena
Councilmember Ana Jara
Councilmember Gleam Davis
Mr. David Martin
Ms. Lane Dilg
Ms. Roxanne Tanemori

Comment Letter O2

Community Corporation of Santa Monica

Response to Comment O1-2

The comment does not address the adequacy of the EIR. The comment provides general support for the Project, specifically with regard to the affordable housing. The comment is noted for the record will be provided to the decision makers for review and consideration.

MEALS ON WHEELS WEST
Delivering More Than a Meal

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Kevin McNulty
Chief Admin. Officer

Ashley McGullam
Director of Development & Community Relations

Angelina Howe
Operations Manager

Rachel Kwok
Environmental Planner
City of Santa Monica

Dear Ms. Kwok,

I am submitting this comment letter on the Draft Environmental Report for the proposed Miramar Hotel Redevelopment plan.

In the interest of full disclosure, I am the Executive Director of Meals on Wheels West, which has held numerous events at the hotel in their ballroom facilities. In addition, as a community member, I have attended numerous charitable and civic events at the Miramar over the last several years.

My comments reflect those experiences, and discussions with other community members especially those in the non-profit sector.

By reconfiguring the ballroom/meeting facilities including locating that space at ground level, the Miramar design team has created an opportunity to continue to provide facilities for non-profit community events, as well as private functions, that can take advantage of a new, flexible indoor/outdoor configuration. O3-1

The new design provides space for much-needed, on-site parking located below ground, which will accommodate parking for event attendees. I want to recognize community environmental concerns about parking and car use in general. As transportation continues to evolve, I believe we will see additional bicycle, walking and micro-mobility use including attendee arrivals at the Miramar's events.

As a longtime resident and employee in Santa Monica, I have seen the increasing use of ride share and electric vehicles by residents and visitors. While I am confident that the proposed plan takes into account ride share and taxi arrivals, I urge you study the adequacy of the EV parking/charging spaces as proposed. More spaces may be needed. O3-2

Hotel and sales tax revenues from the Miramar contributed greatly to the City of Santa Monica's general fund, supporting essential services. The absence of hotel revenues has stressed City finances forcing program cutbacks. When completed, the proposed new Miramar will have a significant, positive economic impact to the City of Santa Monica, increasing revenue and allowing for the restoration of City services. The new affordable housing included in the plan, the temporary construction workforce and hotel employees will undoubtedly boost the social and economic health of Santa Monica. O3-3

Thank you for the opportunity to submit my comments.

Chris Baca

Chris Baca

Delivering More Than a Meal to LA County Coastal Communities
1823-A Michigan Ave. Santa Monica, CA 90404
310-394-5133 www.mealsonwheelswest.org

Comment Letter O3

Meals on Wheels

Response to Comment O3-1

The comment is introductory in nature and does not address the adequacy of the EIR. The comment, which provides an opinion regarding the reconfiguration of the ballroom/meeting facilities, is noted for the record and will be provided to the decision makers for review and consideration.

Response to Comment O3-2

The comment provides an opinion regarding the proposed on-site parking and transportation modes. The comment suggests that in light of the increase in electric vehicles (EV) that the City study the adequacy of the number of proposed EV parking spaces. As indicated in EIR Chapter 2, Project Description, 17 electrical charging stations would be provided, which would exceed the City's requirement per SMMC 9.28.160 of nine spaces. The electrical charging stations, carpool and low-emissions parking spaces would total 39 spaces or nine percent of the 428 striped spaces. However, the final number of charging stations would be established in the Development Agreement, which will be subject to City Council review and approval.

Response to Comment O3-3

The comment provides an opinion regarding the economic benefits of the Project. The comment is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter O4

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WRITER'S E-MAIL ADDRESS
plarmore@hlkklaw.com

May 21, 2020

VIA E-MAIL

Rachel Kwok, Environmental Planner
Planning & Community Development Department
1685 Main Street, Room 212
Santa Monica, CA 90401

Re: Miramar Hotel Project DEIR (Feb. 2020)
SCH # 2013041091
Our client/project applicant: Ocean Avenue LLC
Our File No. 20736.001

Dear Ms. Kwok:

This letter is submitted on behalf of our client Ocean Avenue LLC ("Applicant"). Our client is the project applicant for the proposed mixed-use hotel/residential project ("Project") at 1133 Ocean Avenue ("Hotel Parcel") and is the owner of that land as well as the land at 1127-1129 Second Street ("Second Street Parcel"). This letter and the enclosed exhibits together constitute the Applicant's comments concerning the Draft Environmental Impact Report ("DEIR") for the Miramar Hotel Project (SCH # 2013041091). O4-1

As documented in the DEIR, the Project is consistent with the Downtown Community Plan ("DCP") and meets all of the criteria to qualify for an exemption from California Environmental Quality Act ("CEQA") review pursuant to CEQA Guidelines Section 15182 (*Projects Pursuant to a Specific Plan*); nonetheless, the City has elected to prepare the DEIR to promote fully informed decision-making despite that preparation of this documentation was not compelled by CEQA. (p. 1-3.) As documented in the Project's DEIR, the Project represents only a fraction (1.1%) of the new hotel rooms studied in the DCP EIR and 4.6% of the new multifamily housing units projected by and assumed for study in the DCP EIR (Table 4.12-6, p. 4.12-47). O4-2

The Miramar DEIR is thorough and clearly meets and exceeds the legal requirements for EIRs (*see* State CEQA Guidelines § 15151), as established by CEQA (Pub. Res. Code §§ 21000-21178) and the State CEQA Guidelines (Cal. Code Regs. tit. 14, ch. 3, §§ 15000-15387) and related caselaw. Simply put, the DEIR provides City decision-makers and the general public with all the information and analysis needed to

make an informed judgment about the pending applications. (*See* State CEQA Guidelines § 15121.)

The DEIR confirms that the Project will have numerous environmental benefits (and other community benefits), while posing very few (if any actual) risks of potentially significant unavoidable environmental impacts. As summarized below, the compelling Project benefits recognized in the DEIR include:

- Market rate and affordable housing
- Preservation and enhancement of two local landmarks
- World-class design
- Enhanced pedestrian environment, including compelling new publicly-accessible open space on one of the most prominent corners in the Downtown
- A variety of compelling sustainability features
- Traffic/transportation/mobility improvements
- New jobs
- Substantial economic and fiscal benefits

O4-2 (con.)

The DEIR studies the Project in depth related to 20 issue areas and identifies only five aspects (construction effects, cultural resources - historic resources, neighborhood effects, noise and vibration, and transportation) that may not be able to be fully mitigated. Moreover, the issue areas of construction effects and neighborhood effects only have potentially significant impacts due to the potentially significant impacts identified in the other three issue areas.

The DEIR includes mitigation measures to address the Project's potential environmental impacts, reducing such impacts to less than significant levels whenever feasible.

Additionally, the DEIR evaluates a reasonable range of project alternatives (State CEQA Guidelines § 15126.6). See discussion below.

I.
RELATIONSHIP BETWEEN THE PROJECT DEIR AND THE DCP'S EIR

O4-3

As documented by the DEIR, the Project is consistent with the DCP and the General Plan. As explained in Section 15183 of the CEQA Guidelines, "**CEQA mandates** that projects which are consistent with the development density established by existing zoning, community plan, **or** general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary

to examine whether there are project-specific significant impacts which are peculiar to the project or its site." (Emphasis added.) Section 15183(b)(2) further clarifies that agencies "shall" limit their environmental analysis to any such "peculiar" impacts, as well as any impacts that were not evaluated for potentially significant effects in a prior EIR for the Community Plan or General Plan.

The DEIR also provides substantial evidence of the absence of any significant project-specific impacts which are "peculiar" to the site and not previously considered in the prior EIRs prepared and certified for the DCP and General Plan, as well as the absence of any significant new impacts not previously considered in the DCP EIR – including such site-specific characteristics as the Hotel Parcel's historic structure and Moreton Bay Fig Tree. The Project is thus eligible for streamlined CEQA approval pursuant to Section 15183, although we recognize and appreciate that the DEIR provides much more comprehensive information and analysis even though not required by CEQA. O4-3 (con.)

Additionally, because the Project includes a 100% affordable rental housing component on the Second Street Parcel replacing an existing surface parking lot, that aspect of the Project is itself eligible for streamlined CEQA review under numerous additional provisions of CEQA that generally would not require preparation of a full EIR, and instead would typically qualify for various statutory or categorical CEQA exemptions, as set forth in the list of CEQA streamlining and exemption classifications applicable to housing and affordable housing as promulgated by the California Office of Planning and Research (available at http://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf). O4-4

II.
BENEFITS OF PROJECT

The Project will provide substantial benefits, including environmental benefits, which far outweigh the few adverse impacts contemplated (but which may never materialize) in the DEIR. Many of these benefits are identified in the DEIR and/or are cited as important in the LUCE and DCP. The Project's benefits include:

Housing O4-5

- Affordable Housing. New affordable housing is among the top five priority community benefits included in the LUCE and is identified in the DCP as one of three preferred community benefits for the Project. (LUCE at p. 3.2-2; DCP at p. 30; DEIR at p. 4.12-34.) DCP Goal LU4 envisions a Downtown with "an attractive residential neighborhood with a range of housing opportunities, that

emphasizes on affordable...housing." (DCP at p. 32.) In furtherance of this goal, the Applicant will donate the Second Street Parcel to Community Corporation of Santa Monica, an experienced and well-qualified non-profit housing provider and provide needed additional funds for the operator to construct, own and operate a 100% Affordable Housing Project with up to 48 affordable units.

- Augmentation of Housing Supply During Critical Shortage. The State of California, the Southern California region and the City of Santa Monica are all facing critical shortages of housing. The Southern California Association of Governments has tentatively allocated a need for 9,000 more units of housing to the City of Santa Monica for the upcoming Housing Element. This Project will provide up to 108 additional new units of housing — including up to 48 units of affordable housing — without removing any existing housing. The Second Street Parcel is currently a paved surface parking lot, which is not an environmentally beneficial use.

- New Market-Rate and Affordable Housing Near Transit. LUCE Housing Policy H3.1 encourages development of housing projects near transit. (LUCE at p. 3.3-12.) Similarly, LUCE Land Use Policy LU4.3 encourages “mixed-use development close to transit to provide housing opportunities for the community, support local businesses, and reduce reliance on automobiles.” (LUCE at p. 2.1-13.) The Project implements these important housing and sustainability policies by providing up to 108 new market-rate and affordable housing units in a transit-rich area[1].

- Range of Housing Choices. LUCE Land Use Policy LU11.1 calls for "diverse neighborhoods that provide a range of housing choices to meet the needs of their residents." (LUCE at p. 2.1-17.) The Project will provide up to 108 residential units, including up to 48 affordable rental units on the Second Street Parcel and up to 60 market rate ownership units on the Hotel Parcel

O4-5 (con.)

[1] The Project’s new residential units will be constructed within approximately 0.5 miles of the Expo LT Downtown Santa Monica Station and in the vicinity of several transit routes, including the Santa Monica Big Blue Bus Rapid 7 and Wilshire Boulevard Route 2 and the Metro Local 20 and Rapid 720 routes (all with stops within 2-blocks). (DEIR at p. 4.7-20.) Additionally, the Project’s new residential units will be in close proximity to numerous retail, service and entertainment uses. Thus, "the Project would contribute to the City’s housing stock, locate housing in the City’s major activity center within close proximity to transit, and would support attainment of the City’s sustainability goals." (DEIR at p. 4.12-49.)

and will "contribute to the range of housing choices within the community...for people across the income spectrum." (DEIR at p. 12-24.)

- Diverse Mix of Residential Units. Consistent with LUCE District Policy D7.7 to "[e]ncourage residential units with a diversity of types, forms, [and] sizes," the Project will increase the diversity and mix of housing options in the City's Downtown by providing a variety of bedroom sizes. (LUCE at p. 2.6-13; DEIR at p. 4.12-29.)

- Ownership Housing. The Project will provide up to 60 residential condominiums consistent with DCP Policy CCP1.4 to "encourage [the] development of housing ownership opportunities to complement the rental housing stock in order to develop a strong residential community with longer tenure." (DCP at p. 54.)

- No Displacement of Existing Residents. Because there is no existing housing on either the Hotel Parcel or the Second Street Parcel, the Project will not displace any existing residents consistent with the LUCE's Neighborhood Conservation policy to "respect and preserve the existing housing stock for its vitality, character and existing affordability." (LUCE Policy N1.1 at p. 2.2-6.)

O4-5 (con.)

Historic Preservation

Historic preservation is a core community benefit included in the LUCE and is identified in the DCP as a preferred community benefit for the Hotel Parcel. (LUCE at p. 3.2-3; DCP at p. 30; DEIR at p. 4.12-34.) There are three historic resources on the Hotel Site: the Moreton Bay Fig Tree, the Palisades Building and the Landmark Parcel. The historic Palisades Park is located directly across the street from the Hotel Parcel. The Project preserves and rehabilitates historic resources on the Hotel Parcel and will protect and improve public and visual accessibility to historic resources. (DEIR at p. 4.12-41.) The Project has been designed to feature and celebrate the historic Tree, to re-establish the gardenlike setting of the Miramar grounds, and to rehabilitate the character-defining features of the Palisades Building while upgrading that historic building's fire life safety, structural, mechanical, electrical and plumbing systems, and handicapped accessibility.

O4-6

- Celebration and Enhancement of Landmark Tree. The Moreton Bay Fig Tree was planted in 1889 by Georgina Frances Sullivan, the wife of Senator John Percival Jones (who was a co-founder of the City of Santa Monica) when they lived on the Hotel Parcel. This Tree was designated as a City Landmark in 1976. In recognition of this remarkable resource, the entire Project has been designed to specifically embrace the Tree as its focal point. The Tree will be

cared for and maintained during and after construction. More specifically, the Project will include removing the paved circular drive that currently encircles the Tree and constitutes an impenetrable and impervious barrier above the Tree's extended root system. The Tree will remain protected in place during construction and monitored and cared for to avoid construction impacts to the Tree's good health. The subterranean garage has been designed to avoid the Tree's dripline, and excavation has been carefully engineered to avoid the Tree's dripline. As part of the Project, a raised deck will be constructed on micropiles above the Tree's exposed roots to improve opportunities for watering and feeding nutrients to the Tree and air circulation at the ground level. A circular bench will be installed around the tree to allow the public to enjoy the landmark tree while also constituting a barrier against climbing onto the Tree and its exposed roots.

- Preservation and Rehabilitation of Landmark Building. The Palisades Building was designated as a City Landmark in 2012. This Landmark building will be preserved and rehabilitated in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* ("Secretary's Standards") to continue its use as a hotel. Rehabilitation of the building will include seismic retrofitting to better protect against earthquake damage and prolong its life. Additionally, handicap accessibility will be addressed for this historic building, as will fire-life safety protections for the public, as well as upgrading of mechanical, electrical and plumbing systems and equipment. (DEIR at p. 4.12-41.) These all serve to extend the useful life of the building and the protection of the public. Adverse prior alterations to character-defining features of the building, such as the sandblasting of the brick surface, the insensitive mortar work, the treatment of the terracotta, and the replacement of the windows (DEIR at p. 4.5-25), will be addressed through appropriate rehabilitation adhering to the Secretary's Standards. (*See* DEIR § 4.5.4.4.)

- Rejuvenation of Historically Verdant Landmark Parcel. As one of the few un-subdivided blocks remaining intact from the City's founding in 1875, the Site has been designated as a Landmark Parcel. (12LM-002.) The Project includes a new comprehensive landscape plan to maintain the verdant garden identity on the Landmark Parcel, including the Project's Miramar

O4-6
(con.)

Gardens and Palisades Gardens, and the Property will continue its presence as a unified block that encourages public access. O4-6 (con.)

Publicly-Accessible Open Space

The DCP identifies publicly-accessible open space as a preferred community benefit for the Project. (DCP at p. 30; DEIR at p. 4.12-34.) The DEIR affirms that "[t]he Project would contribute to the Downtown's public space inventory." (DEIR at p. 4.12-45.) The key component is the 14,000 square foot publicly-accessible open space proposed at the corner of Wilshire and Ocean Avenue with a prominent work of public art. This beautified open space will include landscaped garden terraces, public seating with stunning ocean views and social spaces for individuals, gatherings and community events, all adjacent to new food and beverage and outdoor dining facilities open to the public to activate the space. The 14,000 square feet open space will be privately-owned and maintained by the Applicant at a standard of care similar to the hotel open space but will be publicly-accessible pursuant to the terms of the Project's Development Agreement. The DEIR sometimes inadvertently refers to this as "public open space" or "public park" which is how it will be appreciated by members of the public, but the obligations of maintenance and rights of ownership will continue to be privately borne and held. The Project also includes the 33,000 square foot Miramar Gardens with the Moreton Bay Fig Tree, the 21,000 square foot Palisades Gardens, and the 1,800 square foot Palisades Terrace[2]. In total, the Project will provide more than 50% of the site as open space designed to open the site up to Palisades Park and Ocean Avenue and creating new views and access to the Moreton Bay Fig Tree for the community. The open space includes curated landscaping, water features, bench seating, and new pedestrian pathways and connections across the site. O4-7

Sustainability

Portions of the existing hotel are as much as 96 years old. The Project will allow old, inefficient systems to be replaced with state-of-the-art infrastructure.

- Reduced Greenhouse Gas Emissions. GHG emission reduction is a core community benefit under the LUCE. (LUCE at p. 3.2-3.) The Project's sustainability features will reduce GHG emissions compared with existing on-site uses. (DEIR at p. 5-13.) The Project will minimize the GHG emissions relative to the existing Hotel Parcel conditions by reducing water and energy use and incorporating water conservation, energy conservation, and other O4-8

[2] The Miramar Gardens and Palisades Terrace will be open to the public when not in use for Hotel functions.

green building features. These sustainability measures are consistent with the City's Green Building Code, the Sustainable City Plan, the Climate Action and Adaption Plan, AB 32, AB 375, SCAG Regional Transportation Plan/Sustainable Communities Strategy, etc. (DEIR Tables 4.9-7 & 4.9-8.)

- LEED Gold or Platinum. The Project will further the LUCE's sustainability goal of increasing the number of buildings constructed to LEED standards by obtaining a minimum of LEED-certification V3 Gold designation for all new buildings and will strive to obtain LEED-certification V3 Platinum designation.(LUCE p. 3.1-12; DEIR at p. 4.12-27.)

- Water Efficiency. The Project will reduce water use by approximately 33% compared to existing conditions, which supports DCP Goal SI1 to reduce water use through water efficiency and conservation programs. (DEIR at p. 4.12-46; DCP at p. 116.) All on-site irrigation of the Hotel Parcel will be achieved with non-potable water. (DEIR at p. 2-36.) The new buildings on the Hotel Site will be equipped with cistern systems for capture and reuse of storm water. (*Id.*) And, to maximize water efficiency, the Project will connect to the distribution line for recycled water in Ocean Avenue in case the Project requires more water than is collected from runoff. (DEIR at p. 4.12-46.) To further minimize water usage, the Hotel Project will not use cooling towers. (DEIR at p. 2-36.) Low flow toilet fixtures will be installed in the hotel guest rooms and residential condominium units. (*Id.*)

- Energy Efficiency. The Project will reduce energy use by over 15% compared to existing conditions, which supports LUCE and DCP policies, programs and objectives that address sustainability, including energy conservation. (DEIR Table 4.7-5 at p. 4.7-19.) Notably, the Project will install photovoltaic panels on the roof deck, and all swimming pools in the Project will be heated using solar energy. (DEIR at p. 4.12-39.)

- Urban Runoff Reduction/Filtering and Water Neutrality. The Project will comply with the City's Water Neutrality Ordinance and Urban Runoff Pollution Ordinance. (DEIR at pp. 4.12-39 & 4.12-46.)

- EV Charging Stations. The Project will include electric vehicle chargers for use by residents, guests and employees. (DEIR at p. 2-36.)

- Bicycle Parking. Bicycle facilities are benefits called out in the LUCE. (LUCE at p. 3.2-3.) The Project will provide more than 300 bicycle parking spaces for guests, employees, customers and residents. (DEIR at p. 2-25.)

O4-8 (con.)

- Sustainable Mix of Land Uses. The Project supplies and complements "a land use pattern[3] that provides increased opportunity for use of alternative transportation modes." (DEIR at p. 4.12-19.)

- TDM Program. The benefits of robust TDM programs are identified in the LUCE. (LUCE at p. 3.2-3.) The Project's TDM Plan includes transportation allowances for employees and residents choosing to commute using non-single occupancy vehicle modes; bicycle parking for all users and employee lockers and shower facilities; a transportation coordinator; on-site transportation information; transportation welcome packages for residents; and incentives for both employees and customers to use non-single occupancy vehicle modes. (DEIR at p. 4.12-39.)

O4-8 (con.)

Traffic/Transportation/Mobility

- Robust Transportation Demand Management. The Project's DA will incorporate a robust TDM Plan[4] to reflect its location within approximately 0.50 miles of the Expo LRT Downtown Santa Monica Station and maximize alternate forms of mobility (e.g., public transit, bicycling, walking, etc.). We underscore the DEIR's finding that the Project will "contribute to the City's efforts to integrate land use and transportation thereby reducing vehicle miles traveled through the incorporation of an enhanced TDM Program." (DEIR at p. 6-4.)

- Remediation of Existing Parking Deficiencies. Although not required by the DCP, the DEIR confirms that the Project's new subterranean parking will fully meet the projected parking demand from Project residents, employees and guests, thereby addressing current parking deficiencies of the existing

O4-9

[3] The Project will "support sustainable mobility options by locating hotel, retail/restaurant, and residential land uses at an infill location in close proximity to existing off-site commercial entertainment, office, retail, and residential destinations as well as regional destinations such as Palisades Park, Third Street Promenade, and Santa Monica Pier." (DEIR at p. 4.7-20.)

[4] The Project's TDM Plan includes "transportation allowances for employees and residents choosing to commute using non-single occupancy vehicle modes; bicycle parking for all users and employee lockers and shower facilities; a transportation coordinator; on-site transportation information; transportation welcome packages for residents; and incentives for both employees and customers to use non-single occupancy vehicle modes." (DEIR at p. 4.12-39.)

conditions. (DEIR at p. 4.12-33.) Specifically, providing sufficient onsite parking will eliminate duplicative valet trips circling around the Property on public streets and will also eliminate the current situation where hotel employees must search for parking on neighborhood streets. Solving those current deficiencies will reduce the existing neighborhood circulation and parking impacts by containing all Project parking onsite and thereby making on-street parking more available to local residents who themselves don't have adequate onsite parking. (DEIR at p. 4.12-33.) This will be a critical neighborhood improvement. For these reasons and because the Project is in the City's Coastal Zone, the Project is proposing to provide more parking than the parking maximums which otherwise apply to properties in the City's Downtown.

- Free Transit Pass for 100% Affordable Project Residents. The community benefits package is anticipated to include a provision for the Applicant to provide qualifying residents of the Second Street 100% Affordable Housing Project with a free regional transit pass/membership or other comparable equivalent for the life of the Project, which will encourage these residents to use public transport and will further support the public transit systems.

- Transit-Oriented Development. The Project is in close proximity to the Expo LRT Downtown Santa Monica Station and multiple bus transit routes. We emphasize the DEIR's finding that the Project's "infill location close to jobs, housing, shopping and restaurant uses, in close proximity to existing public transit stops, would result in reduced [Vehicle Miles Travelled ("VMT")]." (DEIR at p. 4.7-20.)

- Transportation and Pedestrian Infrastructure Funding. The Project's community benefits package is anticipated to include a substantial financial contribution to transportation and pedestrian improvements in the Downtown.

O4-9 (con.)

Consistency with General and Specific Plans

- Consistency with LUCE Goals and Policies. The Project is consistent with multiple goals and policies of the LUCE, reflecting Citywide strategies for integrated land use and transportation planning to achieve sustainability goals. (DEIR at pp. 4.12-22 to 28 & 4.17-15.) The Project also implements LUCE Policy D1.5 which calls for new investment to be focused in key areas of Downtown, including the Hotel Parcel, that are accessible to transit, accommodate mixed-use development, contribute to the pedestrian-oriented

O4-10

environment and can support substantial community benefits. (DEIR at p. 4.12-29.)

- Consistency with DCP Requirements and Policies. The Project is consistent with the DCP's standards and policies, reflecting the vision for Downtown Santa Monica and implementing the LUCE's goals and policies at the district level via land use and development regulations. (DEIR at pp. 4.12-37 to 46.) The Project implements the specific DCP standards and policies pertaining to the Hotel Parcel as an Established Large Site, including with respect to the DCP's three identified preferred community benefits for the Hotel Parcel -- affordable housing, public open space and historic preservation. (DEIR at pp. 4.12-34 to 36.)

Complete Neighborhood

- Publicly-Accessible Open Space. As discussed above, the Project will add publicly-accessible open space at the corner of Wilshire and Ocean Avenue.

- Desirable Variety of Integrated Uses. LUCE Land Use Policy LU6.2 envisions the Downtown as "a thriving, mixed-use urban environment for people to live, work, be entertained, and be culturally enriched." (LUCE at p. 2.1-15.) DCP Policy LU7.1 encourages developers to provide uses that benefit business employees, residents, vitality and quality of the Downtown. (DCP at p. 33.) The Project implements these policies by providing a varied mix of quality uses as part of the City's Downtown Core, which will be available to employees, residents and visitors. The Project uses include hotel guest rooms and services, retail shops, restaurants, bar/lounge, spa/fitness, banquet hall, historic features, community, civic and social events, residences, open space, landscaped gardens, water features and a prominent piece of public art. (DEIR at pp. 4.12-22 to -23.)

- Complementary Urban Synergy. The Project advances LUCE Sustainability and Climate Change Policy S2.1, by "focusing new growth in mixed-use, transit-oriented districts; focusing new growth along existing corridors and nodes; supporting the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes; and, promoting and supporting a wide range of pedestrian, bicycle and transit improvements in the city." (LUCE Policy S2.1.) The DEIR acknowledges that the Project furthers such policy because it "locates employment opportunities in close proximity to off-site residential uses such that people would have the opportunity to live and work in the same vicinity and have access to

O4-10 (con.)

convenient modes of transportation that provides options for reducing reliance on automobiles." (DEIR at p. 4.2-52.) O4-10 (con.)

Employment

- Protections for Existing Hotel Employees. The Project will incorporate valuable protections for employees of the existing hotel, including the choice of either (a) a severance payment based on the number of years of employment or (b) preservation of healthcare benefits during the period the hotel is closed for redevelopment as well as the opportunity to return to work in the new Project with the same or similar position and reinstatement of the employee's seniority.

- Preservation and Expansion of Employment Opportunities. In line with the LUCE's truism that "[e]mployment is a key consideration in the local economy as it represents the primary source of income for most residents" (LUCE at p. 3.4-7), the Project preserves and expands employment opportunities in the City's commercial core through the redevelopment of the Property with a full-service, unionized hotel. (LUCE at p. 3.1-7.) The LUCE specifically calls for new hotel development or expansion in the Downtown in immediate proximity to the Third Street Promenade, restaurants and other tourist-serving facilities. (LUCE at p. 3.4-9.) As the LUCE acknowledges: "local employment . . . serves as the foundation for [a community's] long term economic growth and stability" and locating new employment near transit reduces vehicle trips while creating a healthy job base. (LUCE at pp. 3.1-7 and 3.4-7.) O4-11

- Local Hiring. The Project's community benefits package proposes to include local hiring programs for both construction and operation. This will benefit members of the community by providing augmented local employment opportunities while at the same time facilitating reductions in VMT.

- Construction Employment Opportunities. The Project provides significant new design and construction-related employment opportunities.

Economic and Fiscal Benefits

- Importance of Tourism. The LUCE calls out the importance of tourism: "The Hotel/Tourism sector is a major contributor to the City of Santa Monica, both as a source of private employment and as a major contributor to the General Fund through the generation of Transient Occupancy Taxes (TOT) and retail sales taxes." (LUCE at p. 3.4-8.) "[V]isitors produce tax revenues that are estimated to represent 15 to 20 percent of the current revenues contributed to O4-12

the City's General Fund." (*Id.*) "Luxury/deluxe hotels . . . constitute one of the strongest performing visitor-oriented economic sectors in Santa Monica." (*Id.*)

- Enhanced Visitor Destination. LUCE Policy D1.4 encourages the expansion of hotels and other visitor-serving uses in the Downtown. (LUCE at p. 2.6-10.). The Project supports this goal by expanding the Miramar Hotel and providing additional visitor-serving uses Downtown. The DEIR acknowledges that the Project will contribute to "the quality of the social, cultural, physical and environmental experience for visitors…of the Downtown" and will "generate new visitor…spending at local businesses." (DEIR at pp. 4.12-40 and 4.12-42.)

- Tax Revenue. "The Project would increase the City's tax revenues generated by the Miramar Hotel and visitor operations and would enhance property taxes from new market rate housing units on the Hotel Parcel." (DEIR at p. 4.12-42)

- Economic Center. The Project supports DCP Goal LU3 to continue the Downtown's role as the economic center for the City. (DCP at p. 31.) The DEIR recognizes that "[t]he Project would contribute to the Downtown being the economic center for the City through the redevelopment of the hotel as well as the provision of retail uses on the Hotel Parcel." (DEIR at p. 4.12-42.)

- Contribution for School Facilities. The Project's community benefits package will include a substantial financial contribution to the Santa Monica-Malibu Unified School District for capital improvements. (Cal. Gov. Code § 65995.)

O4-12 (con.)

Enhanced Pedestrian Environment

- Open Space. As discussed above, the Project will provide more than 50% of the site as open space (an increase from the existing sites 35%). The 14,000 sf publicly-accessible open space will include curated landscaping, terraced gardens, bench seating with stunning ocean views, new pathways across the site and public art that will enhance the pedestrian experience in and around the Hotel Parcel and open the site up to Ocean Avenue, Wilshire Boulevard and Second Street with new views and access to the historic Moreton Bay Fig Tree for the community.

- Pedestrian Appeal and Engagement. Consistent with LUCE Land Use Policy LU4.4 and District Policy D8.6, the Project will support and encourage pedestrian activity by establishing ground floor retail/restaurant space (with new outdoor dining), which "will activate the street frontages and provide

O4-13

visual interest, thereby contributing positively to the pedestrian experience."(DEIR at pp. 4.12-23 and 4.12-45.) Pedestrian linkages throughout the Hotel Parcel also contribute to an enhanced pedestrian experience. (DEIR at p. 4.12-22.)

- Walkability. The Project has been specifically designed to improve the walkability of the area through the civically-minded incorporation of open spaces and walkways throughout much of the site. (DEIR at p. 4.12-45.) In this way the Project maximizes the opportunity for a parklike setting on this privately-owned “super block” by removing the existing exterior walls and providing abundant pedestrian pathways connecting Ocean Avenue with 2nd Street. (DEIR at 4.12-22.) For these many reasons, the DEIR finds it "notable that rather than dividing the community, the Project would improve connections within the neighborhood." (DEIR at p. 4.12-17.)

- Consistency with Pedestrian Action Plan. The DEIR appropriately finds the Project to be consistent with the City’s Pedestrian Action Plan. (DEIR at p. 4.17-12.)

O4-13 (con.)

Excellence of Design

- World-Class Architecture and Landscaping. The Project is a shining example of world-class architectural and landscape design created by a distinguished team of design and engineering professionals, respecting and celebrating the historic context of this landmark site.

- Neighborhood Compatibility. The Project, which notably does not take full advantage of the 3.0 allowable FAR, smartly locates its massing and height in the most appropriate areas of the site, with transitions down in size, height and scale toward Palisades Park on the west and the adjacent residential structures to the north and northeast to best address compatibility with the surrounding built environment. (DEIR at pp. 4.12-22 & 4.12-26.) The Project strikes an appropriate balance between buildings and open space.

- Cultural Arts. In addition to expending significant funds to preserve the Palisades Building and Moreton Bay Fig tree in accordance with the Secretary’s Standards, the Project will commission and install a prominent piece of art that will be placed in the Project’s publicly-accessible open space near the corner of Wilshire Boulevard and Ocean Avenue across from Palisades Park. (DEIR at p. 2-19.)

O4-14

III.
CULTURAL RESOURCES - HISTORIC RESOURCES

As the DEIR correctly notes, this Project's central focus is to feature, protect and enhance the historic Moreton Bay Fig Tree planted in approximately 1889 by Georgina Frances Sullivan, wife of Senator John Percival Jones (who was a co-founder of the City of Santa Monica) when they lived on the Hotel Parcel:

> The proposed Ocean Building and California Building are designed with particular attention to the Moreton Bay Fig Tree . . . The Project would retain and feature the Moreton Bay Fig Tree as its central focus . . . The new additions, exterior alterations and related new construction would . . protect the historic integrity of [the Tree] and [its] environment. (DEIR at p. 4.5-27.)
>
> The landscape plan incorporates recommendations . . . to ensure that the Moreton Bay Fig Tree is protected, enhances the health of the tree and implements design cues to allow visitors to view the Moreton Bay Fig Tree up-close while discouraging climbing on the buttressed root system. (DEIR at p. 4.5-31.)
>
> [¶] The new landscaping would remove existing paving around the tree and replace it with a raised deck supported by micropiles. This proposed new raised deck would protect the exposed roots and would not require additional soil or paving to raise the grade around the tree creating a significantly improved environment for the tree. Additionally, the exact placement of the micropiles would be determined by ground-penetrating radar to avoid damage to the subterranean root system. (*Id.*)
>
> [¶] The raised deck is also designed to accommodate a bench around the perimeter of the tree to both encourage visitor access, yet subtly deter visitors from climbing on the tree roots, and a sign is also incorporated to keep people off the tree roots. Thus, the Project would protect the tree and its root system, both exposed and subterranean, and would not introduce additional features or materials that might visually detract from the Landmark tree. (*Id.*)

O4-15

* * *

> [¶] Furthermore, protection and treatment recommendations for the Moreton Bay Fig during construction and for its long term maintenance are incorporated into the Preservation Plan. (*Id.*)

Based on its thorough evaluation of the Project, the DEIR finds the Project in conformance with the Rehabilitation Standards of the Secretary's Standards. (DEIR at p. 4.5-27.) As to the Tree, the DEIR finds: "All proposed changes related to the tree appear to be in conformance with Rehabilitation Standards." (DEIR at p. 4.5-31.)

As to the Palisades Building, the DEIR finds: "The new work would be differentiated from the old and would be compatible with the massing, size, scale and architectural features of the Palisades Building." (*Id.*) In particular, as to the new California Building, the DEIR finds compatibility paired with differentiation from the Palisades Building, which has been another focus of the Project:

> The new California Building would be rectangular in plan and similar in scale to the Palisades Building . . . The California Building would be connected to the west elevation of the contributing Palisades Building by a recessed hyphen . . . and, due to its recess and independent structural support, would not materially impact historic fabric. (DEIR at p. 4.5-28.)
>
> [¶] Additionally, the contemporary design and materials would differentiate the California Building from the Palisades Building . . . and the architectural design of the California Building directly references the rhythm, proportions, and vertical and horizontal lines of the historic Palisades Building's architecture. (*Id.*)
>
> [¶] The new California Building would be differentiated from yet compatible with the Palisades Building in design and would not overwhelm the Palisades Building in massing, size, or scale. Additionally, the historic character, form, significant materials, and features of the Palisades Building would be retained and preserved. (*Id.*)

O4-15 (con.)

The DEIR also correctly recognizes the careful efforts that have gone into planning the Project's open spaces:

O4-16

> The proposed new landscape plan would allow for public enjoyment of the Landmark Moreton Bay Fig Tree and would introduce a new hotel garden inspired by the former historic hotel garden from the period of significance. This would enhance the cultural identity of the Landmark Parcel, which had diminished as a result of several decades of changes to the landscape . . . While the proposed new planting would generally consist of a low-water plant palette, along with some lush palms and ferns, various mature palm trees have been studied for salvage during construction of subterranean parking and are intended for replanting on site to retain the lush character of the landscape, in conformance with [Rehabilitation] Standard 2. (DEIR at p. 4.5-31.)[5]

Thus, the DEIR concludes that the Project's landscape plan is consistent with the Secretary's Standards: O4-16 (con.)

> As the new landscaping would retain and preserve the Landmark Moreton Bay Fig Tree and the Palisades Building, and would not detract from the historic character nor damage historic materials of either contributing resource, the new landscape plan is in conformance with the Rehabilitation Standards . . . Therefore, the proposed New Landscape under the Project would have a less than significant impact. (DEIR at p. 4.5-31.)

We contend that not only will the proposed landscape plan "have a less than significant [adverse] impact" but it will actually have a significant beneficial impact on the environment, including the Landmark Parcel, for the reasons described in the foregoing excerpts from the DEIR.

In summary, because the Project is found to be in conformance with the Secretary's Standards, it will not cause a significant adverse effect on historic resources existing on the property. *See* State CEQA Guidelines Section 15064.5(b)(3) ("Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and O4-17

[5] Furthermore, this approach to the landscaping is consistent with Finding #6 of the Landmarks Commission's Amended Findings and Determination 12LM-002 ("Although no individual elements of the landscape, other than the Moreton Bay fig tree are historically significant, the property has a verdant landscape character").

Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.").

O4-17 (con.)

IV.
TRANSPORTATION

A. The Miramar Project is both consistent with and furthers all regional and City transportation plans, programs, ordinances and policies relevant to the Project.

As it should be, the central focus of the DEIR's transportation analysis is its assessment of the Project's consistency with the extensive regional and City transportation plans, programs, ordinances and policies relevant to new development projects. These plans, programs, ordinances and policies establish a comprehensive framework for use in CEQA documents for assessing a project's transportation impacts. Overall, the DEIR confirms that the Project furthers the sustainable circulation and mobility policies reflected in the relevant SCAG and City documents.

As indicated in the DEIR (pp. 4.17-16 to -23), the regional and City plans, programs, ordinances and polices as relevant to the Project include the following: the Southern California Association of Governments' ("SCAG") Regional Transportation/Sustainable Communities Strategy (2016 RTP/SCS), the Los Angeles County Congestion Management Plan, the City's Transportation Demand Management ("TDM") requirements, the City's Transportation Impact Fee, the City's Land Use and Circulation Elements of its General Plan ("LUCE"), the City's Bike Action Plan, and the City's Pedestrian Action Plan.

O4-18

The DEIR then provides an in-depth analysis of the Project's consistency with these transportation metrics and confirms the Project is consistent with all of them. Specifically:

> "Impact Statement TR-1: The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts regarding

consistency with circulation plans/programs/ordinances/ policies would be less than significant."[6]

This conclusion is supported by Table 4.17-8 and Table 4.17-9 (pp. 4.17-39 through 4.17-41), which compare the Project to the relevant provisions in the SCAG Regional Transportation/Sustainable Communities Strategy and the LUCE. To reiterate, a few of the DEIR's findings as to the Project's consistency with key transportation plans and policies are repeated below:

- "The Project would locate a visitor destination as well as affordable housing in an area served by a range of existing local and regional bus lines, and the Expo LRT Downtown Santa Monica Station adding riders and generating revenue for those transit services. Therefore, the Project would enhance the productivity of the transportation system."[7]

- "The Project would provide a destination hotel as well as new residences in a mixed use, Downtown area with walkable access to a large range of goods and services as well as proximity to transit, including the Expo LRT Downtown Santa Monica Station, and adjacent bicycle lanes linking to the larger City network of bicycle facilities."[8]

- "The Project is a compact, infill development near the Expo LRT Downtown Santa Monica Station and bus lines. The Project would provide bicycle parking and facilities and would improve the pedestrian experience through the provision of walkways through the Hotel Parcel, new sidewalks, and ground floor retail space along the street."[9]

- "The Project would support improved access and mobility by providing new hotel/residential/retail uses within walking distance of the Expo LRT Downtown Santa Monica Station and adjacent to bicycle lanes on Ocean Avenue, 2nd Street,

O4-18 (con.)

[6] DEIR at p. 4.17-38.

[7] DEIR Table 4.17-8 at p. 4.17-39.

[8] DEIR Table 4.17-8 at p. 4.17-39.

[9] DEIR Table 4.17-8 at p. 4.17-39.

> and California Avenue. Additionally, bus lines that serve the Project Site are Big Blue Bus Lines 2, 3, 5, 9 and Metro Lines 20/720 and 33/733. The majority of these lines have service frequency or headways of 30 minutes or less, with peak-hour headways of 8 to 15 minutes."[10]

O4-18 (con.)

The bottom line is that the Project will make a positive contribution to the environment from a transportation policy perspective. This same consistency holds true for the "Project plus cumulative impacts" with respect to conformance with the relevant transportation plans and policies.

B. The DEIR appropriately analyzes transportation under the Level of Service ("LOS") methodology.

The DEIR's use of the LOS methodology for evaluating the Project's transportation impacts is appropriate given that the City has not transitioned to VMT as its primary transportation impact metric (including that the City has not adopted VMT thresholds). Per the CEQA Guidelines and as stated in the DEIR, "agencies have until July 1, 2020 to develop and adopt new analytical procedures and threshold criteria to implement VMT as the primary transportation impact metric" and the CEQA guidelines requiring use of VMT do not go into effect until July 1, 2020 unless a lead agency elects to be governed by them sooner. (14 Cal. Code Regs. 15064.3(c); DEIR at p. 4.17-16.)

It appears that the City may adopt VMT thresholds prior to certification of the Project's Final EIR, particularly given the extended length of the DEIR comment period due to COVID-19. As confirmed in the CEQA guidelines and case law, this will not impact the legal sufficiency of the Project's EIR. The background rule regarding amendments to the CEQA Guidelines is that "[n]ew requirements in amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments," and if "a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved." (14 Cal. Code Regs. § 15007(a) and (d).) In *Long Beach Sav. & Loan Assn. v. Long Beach Redevelopment Agency* (1986) 188 Cal.App.3d 249, 261, n. 12, the court said that "[f]airness and the need for finality . . . requires that the propriety of respondents' actions be measured against those regulations in effect . . . the date when respondents presented the negative

O4-19

[10] DEIR Table 4.17-8 at p. 4.17-39.

declaration for public review," even though project approval took place after the new guideline took effect. O4-19 (con.)

C. The DEIR's LOS analysis overstates the Project's trip generation and identifies adverse traffic impacts that, for the most part, cannot be mitigated.

As explained further in the attached memorandum prepared by David Shender of Linscott Law & Greenspan Engineers ("LLG Memorandum", included as Exhibit "A"), the trip generation assumptions which form the basis of the DEIR's LOS and street segment analyses result in a very conservative assessment of the anticipated traffic impacts of the Project. The LLG Memorandum is submitted as a supplement to the DEIR's Transportation Section. In considering the DEIR's transportation analysis, City decision-makers and the public should carefully weigh the following: O4-20

a. As detailed in the LLG Memorandum, the DEIR significantly overstates traffic impacts because: (i) it uses empirical data from high hotel occupancy days to derive hotel related trip generation rates which are conservative as compared to more typical occupancy, (ii) it provides no credit for the reduction in meeting/banquet space in the Project compared with the existing hotel, (iii) it does not account for the increased transportation demand management programs that will be included in the Project compared with the existing hotel, and (iv) it uses the City's standard residential trip generation rates from its TDFM model which are significantly (40-67%) higher than empirical data collected from three existing nearby and similar luxury condominium buildings.

b. Despite studying a total of 51 intersections and 11 street segments, the DEIR found unmitigable significant traffic impacts at only three intersections and five street segments. All of these findings of unmitigable significant traffic impacts are a product of the City's outdated and overly sensitive thresholds of significance, pursuant to which a single incremental trip or an imperceptible delay at certain intersections leads to a finding of significant impact.

c. With one exception, the DEIR appropriately does not recommend imposing any physical improvements to mitigate traffic impacts at the impacted intersections because the mitigations for vehicle delay would be contrary to City policies. For example, one potential mitigation would have resulted in increased hazards for pedestrians and bicycles in conflict with the LUCE and other City policies. (DEIR at p. 4.17-67.) O4-21

D. The Project with not have any circulation impacts with respect to hazards and emergency access.

The DEIR also evaluated the Project with respect to design-related hazards and emergency access and confirmed that the Project will have no adverse impacts in these areas. (See DEIR at pp. 4.17-62.) And, the DEIR reaches this same conclusion with respect to cumulative impacts in these areas. (DEIR at pp. 4.17-63 through 4.17-64.) O4-22

V.
ALTERNATIVES

The DEIR evaluates a reasonable range of project alternatives in compliance with State CEQA Guidelines § 15126.6. The six alternatives studied in the EIR are: the no project/no build alternative (Alternative 1), the Tier 2 development alternative (Alternative 2), the hotel only/no condominiums on the Hotel Parcel alternative (Alternative 3), a reduced height (84')/reduced density (2.0) alternative (Alternative 4), an alternative massing scenario (Alternative 5), and relocating the employee driveway from California Avenue to Second Street (Alternative 6). The selected alternatives foster meaningful public participation and informed decision making consistent with State CEQA Guidelines § 15126.6(f). O4-23

An EIR is not required to consider every conceivable alternative to a project. (State CEQA Guidelines § 15126.6(a).) At page 5-4, the DEIR properly explains the rationale for selecting the six alternatives studied. Furthermore, in Section 5.4, the DEIR duly identifies additional alternatives that were considered during the scoping process and rejected as infeasible and explains the reasons for each of those determinations.

The Applicant's overarching comments on the DEIR alternatives are set forth below. The Applicant's more detailed comments regarding each of the six alternatives are set forth in Exhibit "B", attached. As to the project alternatives taken as a whole:

1. With the exception of the No Project Alternative, none of the five remaining alternatives would eliminate the significant and unavoidable impacts identified in the DEIR. (*See* DEIR Table 5-5, pp. 5-120 through 5-121.) Stated another way, each of those project alternatives would still result in significant and unavoidable impacts, albeit to a marginally lesser degree in some cases. O4-24

2. All of the Reduced Density Alternatives (i.e., Alternatives 2, 3 and 4) result in less hotel rooms (than the Project and the existing hotel) and/or less housing, which are in conflict with City and Coastal Act goals and policies encouraging the development of housing and visitor-serving uses in the Downtown and O4-25

specifically on the Hotel Parcel. Moreover, all of the alternatives (as well as the Project) include less development than the 3.0 FAR allowed for the Hotel Parcel in the DCP. O4-25 (con.)

3. As the baseline for assessing project impacts, CEQA utilizes the status quo — non-cohesive, energy and water inefficient, under-parked hotel compound surrounded by tall walls and fences — as its measuring stick. While the universally followed practice as reflected in this EIR's baseline is fully consistent with State law, it is important to acknowledge that using the status quo as the baseline blindly assumes that the status quo baseline is preferred and environmentally "superior." O4-26

4. Pursuant to State CEQA Guidelines Section 15043, it is still appropriate and lawful to approve a project although an EIR concludes that the project may cause significant unavoidable environmental impacts so long as the agency reviewing the project determines that the remaining significant impacts have been reduced as much as possible and that the benefits of the project outweigh any alternatives that may further reduce those significant impacts. For example, Alternative 2 (Tier 2 Development) and Alternative 4 (84-Foot Height, Reduced Density) would result in less deed-restricted affordable housing, less market-rate housing, a reduction in visitor-serving hotel rooms, less new jobs and fewer fiscal benefits, including room occupancy tax revenues to the City and Alternative 2 would not provide publicly accessible open space. Overall, either of these alternatives would be a missed opportunity for the community. Similarly, Alternative 3 would provide substantially less housing units (none on the Hotel Parcel) during a housing crisis including significantly less deed-restricted affordable housing units. Alternative 5 would be inconsistent with both City and Project goals to open up the Hotel Parcel to the community, transform Wilshire Boulevard, and enhance the pedestrian environment and connections between Palisades Park and the Third Street Promenade. And, the Project's vehicular circulation strategy is far superior to Alternative 6's. Importantly, the Project (not the alternatives) reflects the result of more than 12 years of evolution and collaboration with City Staff, City decision-makers, and community members. O4-27

5. With the exception of Alternative 6, none of the alternatives would be economically viable/feasible. O4-28

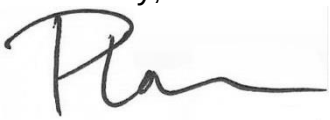
Overall, without redevelopment of the Hotel Parcel, Alternative 1 would not improve water quality and reduce demand for water, energy, and wastewater services, as would occur under the Project. Also, with no changes to existing conditions on the Hotel Parcel O4-29

and Second Street Parcel, Alternative 1 would not contribute to City efforts to implement the goals and objectives of the DCP nor meet the Project's objectives. (DEIR, p. 5-118) O4-29 (con.)

It should also be noted that while Alternative 4 is environmentally superior to the remaining alternatives, the Project would be more advantageous in reducing impacts associated with City goals and policies that are intended to accommodate future growth, housing needs and sustainable development patterns that place higher densities in HQTA transit rich areas. Such development patterns make efficient use of existing and planned transit and utility infrastructure and help reduce overall GHG and air pollutant emissions. Further, Alternative 4 would not be as supportive of LUCE and DCP policies to provide needed development that supports visitor travel to the City and the provision of housing inclusive of deed-restricted affordable units. As compared to Alternative 4, the Project would more fully support the Hotel Parcel's Established Large Site designation in the DCP given the Site's unique characteristics and potential to support growth within the City as accompanied by a range of community benefits. (DEIR, p.p. 5-122 through 5-123.) Moreover, as further described in Exhibit "B", Alternative 4 would not meet several of the Project objectives to the same extent as the Project. O4-30

In conclusion, the DEIR is thorough and comprehensive and certainly satisfies all of the legal requirements under CEQA. As a result, the EIR will serve to inform the decision-makers well when they commence their public hearings on the Project's development agreement. The 12 years of design, input and scrutiny that led up to this point have produced an outstanding Project. The decision to wait for the LUCE's completion and adoption (and the DCP after that) helped ensure that this Project advances community visions, goals and policies. The feedback received over those years from community stakeholders, City Staff and Boards, Commissions and Councilmembers have been taken into account at every step in the process. We look forward to the City scheduling the Project's final hearings as soon as possible after this long productive journey. O4-31

Sincerely,



Paula J. Larmore

Attachments
cc: Roxanne Tanemori
Jing Yeo
David Martin
Susan Cola
Ocean Avenue LLC

Comment Letter O4

EXHIBIT "A"

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MEMORANDUM

To:	Paula J. Larmore Harding Larmore Kutcher & Kozal LLP	Date:	May 20, 2020
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	5-15-0178-1
Subject:	**Comments to the Draft EIR Prepared for the Miramar Hotel Project**		

This memorandum has been prepared to provide comments from Linscott, Law & Greenspan, Engineers (LLG) regarding the Draft Environmental Impact Report[1] (Draft EIR) prepared for the Miramar Hotel Project (the "Project"). Also reviewed is the Traffic Study[2] prepared for the Project, which is contained in Appendix L of the Draft EIR.

The Draft EIR's Level of Service ("LOS") and Street Segment analyses are based on very conservative trip generation assumptions which, combined with the City's highly sensitive thresholds of significance, result in a very conservative assessment of the relative impacts of the Project. Indeed, any development plan for the site that generates a single incremental vehicle trip would cause significant and unavoidable traffic impacts under the City's LOS and Street Segment methodology.

Trip Generation

O4-32

LLG generally concurs with the trip generation forecast methodology provided in the Draft EIR which results in a limited number of net new peak hour and daily trips associated with the Project and relies substantially on the extensive trip generation surveys conducted at the existing Miramar Hotel (empirical data collection and analysis is preferred, whenever possible for trip generation analysis), which are included for reference in Exhibit "A" to this memorandum. Nevertheless, we believe that the trip generation data utilized in the DEIR traffic study are overly conservative, for the following reasons:

1. Use of High Occupancy Data. As stated on page 4.17-32 of the Draft EIR, the trip generation surveys were conducted at the existing Miramar Hotel during periods of high hotel room occupancy and therefore are considered to be conservative as compared to regular operations at the hotel.

[1] *Miramar Hotel Project Draft Environmental Impact Report*, City of Santa Monica, February 2020
[2] *Miramar Hotel Redevelopment Transportation Impact Analysis, Santa Monica*, Fehr & Peers, February 2020

LINSCOTT LAW & GREENSPAN engineers

2. Reduction in Meeting Space Area. Table 2-1 in the Draft EIR states that the Project proposes to *reduce* the amount of meeting space floor area from 18,040 square feet to 13,000 square feet. Historically, the Miramar Hotel frequently accommodated numerous meetings and functions, attended by hotel guests, businesses, civic organizations and nonprofits, as well as local visitors, and thereby generating related vehicle trips onto the local street system. Despite the reduction of 5,040 square feet in the meeting space floor area, the Draft EIR assumes no credit to the hotel trip generation rate for the reduced meeting space floor area.

3. Trip Generation for the Residential Condominiums in the Project is also Substantially Overstated. Empirical data from three existing nearby and similar luxury condominium buildings (included in Exhibit "B" to this memorandum) documented significantly lower AM, PM and weekend peak hour and daily trip generation than the residential trip generation rates used in the Draft EIR (which relied upon the City's standard Travel Demand Forecasting Model ("TDFM") and represent a much different residential product type and user than the condominiums proposed in the Project). The empirical data from the similar luxury residential buildings near the Project (consistent with the empirical data analysis completed for the hotel uses in the Draft EIR) represent a far more reasonable evaluation and expectation of the trip generation for the proposed condominiums in the Project. As summarized in the chart below, the empirical data results in a 40+% reduction from the City's TDFM rates during the weekday AM and PM peak hours, a 68% reduction in the weekend peak hour, and over a 60% reduction on the daily rates from the City's TDFM rates.

O4-32 (con.)

	Weekday Daily Rate	Weekday AM Peak Rate	Weekday PM Peak Rate	Weekend Daily Rate	Weekend Peak Rate
City Residential TDFM Trip Rates in DEIR	5.47/Unit	.36/Unit	.39/Unit	5.47/Unit	.37/Unit
Surveyed Luxury Condominium Building Trip Rates	2.05/Unit	.20/Unit	.23/Unit	1.50/Unit	.12/Unit
Reduction	63%	44%	41%	73%	68%

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4. Additional Hotel Vehicle Trip Reductions Through Expanded Transportation Demand Management Programs. As noted above, the vehicular trip generation forecast provided in the Draft EIR for the hotel components of the Project is based on the documented existing operations at the Miramar Hotel. This includes the effects of existing transportation demand management (TDM) programs implemented at the hotel to encourage employees and guests to travel by means other than the solo occupant vehicle.

   It is noted, however, that the existing trip generation characteristics at the hotel will change significantly with the implementation of additional TDM programs which would be imposed on the Project if approved by the City of Santa Monica. The Draft EIR describes Project Design Feature (PDF) TR-1 on page 4.17-37 whereby the Project will prepare and implement "…an enhanced TDM Program that expands the current TDM Program that is based on the City's TDM ordinance and Downtown Community Plan…" While the Draft EIR describes the enhanced TDM Program as a means to ensure that existing trip generation characteristics remain *the same*, in fact it will result in *further reductions* in vehicle trip generation which were not incorporated into the trip generation forecast provided in the Draft EIR.

O4-32 (con.)

If the above factors had been included in the Draft EIR, the Project's net additional trips would have been significantly lower under both the LOS and VMT traffic analysis in the Draft EIR.

Impacts at Study Intersections

The Draft EIR evaluated the potential traffic impacts of the Project at 51 intersections during the weekday morning (AM) and afternoon (PM) commuter peak hours, as well as during the Saturday midday (MD) peak hour using the City of Santa Monica traffic analysis methodologies and thresholds of significance in effect at the time of the Recirculated Notice of Preparation for the Draft EIR in June 2018. Of the 51 intersections studied, only three intersections will experience significant impacts after proposed mitigation acceptable to the City of Santa Monica, with only one intersection experiencing a significant impact during the weekday PM peak hour.

O4-33

Further, the effect of Project-related trips at the identified impacted intersections are very modest, or in some cases result in fewer trips during the affected peak hours.

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For example:

- Intersection No. 1: Palisades Beach Road & California Incline. Table 6 in the Traffic Study indicates that the Project will cause a significant impact at this intersection in the AM peak hour in the Approval Year (2020). However, in review of the traffic volumes during peak hours (Appendix B1 of the Traffic Study), comparing Approval Year without Project volumes to Approval Year with Project volumes for the AM peak hour, there are only nine Project-related trips and they result in increased traffic at the intersection by only *0.13%*.

- Intersection No. 3: Ocean Avenue and California Avenue. Table 6 in the Traffic Study indicates that the Project will cause a significant impact at this intersection in the AM and PM peak hours in the Approval Year. However, in review of traffic volumes during the peak hours, the volumes at the intersection are actually expected to *decrease* during the affected hours with the Project. For example, according to the traffic volume figures provided in Appendix B1 of the Traffic Study, the intersection will have one *less* trip in the Approval Year with the Project as compared to the Approval Year without the Project during the AM peak hour. For the PM peak hour, the intersection will have eight *less* trips in the Approval Year with the Project as compared to Approval Year without the Project. While it is surmised that some trips at the intersection may have shifted to the intersection's "critical" traffic movements, the Draft EIR should highlight the marginal effects of Project-related traffic at this intersection.

- Intersection No. 42: Lincoln Boulevard and California Avenue. Table 6 in the Traffic Study indicates that the Project will cause a significant impact at this intersection in the AM peak hour of the Approval Year. However in the review of traffic volumes during peak hours (Appendix B1 of the Traffic Study), comparing Approval Year without Project volumes to Approval Year with Project volumes for the AM peak hour, there are only nine Project-related trips and they result in an increased traffic at the intersection by only *0.8%*.

The City's thresholds of significance under the LOS methodology are so sensitive that it is often very small increases (e.g., seconds of additional delay or limited new vehicle trips) that cause an intersection to be significantly impacted. For example, for one of the intersections where the Project has a significant and unavoidable impact, any net increase in average seconds of delay is deemed significant. It is within this context that the reported "significant and unavoidable" traffic impacts associated with the Project as identified in the Draft EIR must be reviewed.

O4-33 (con.)

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As noted in Table 17 in the Traffic Study, various Project Alternatives were evaluated in the Draft EIR, including three reduced density alternatives (#2, #3 and #4) and a modified access alternative (#6). Each of these four development options evaluated would also result in significant and unavoidable traffic impacts (after mitigation) at the same three intersections affected by the Project. O4-33 (con.)

Street Segments

In addition to the LOS intersection analysis, the Draft EIR evaluated the potential traffic impacts of the Project on 11 street segments using the current City of Santa Monica traffic analysis methodologies and thresholds of significance based on 24-hour average daily traffic (ADT) on both a weekday and a weekend day and concluded that the Project would cause significant traffic impacts at five of the 11 street segments in the Existing Plus Project scenario. As noted in Table 4.17-12, four of the five affected street segments are subject to the City's hypersensitive "1 new trip" significance threshold, meaning that any redevelopment on the site of the Project that generates *a single incremental vehicle trip* onto a nearby street segment would result in an impact that the City would consider to be "significant and unavoidable." O4-34

It is worth noting that for the Alternatives evaluated in the Draft EIR (and noted above), three of the four development options evaluated would result in significant traffic impacts at the same five street segments affected by the Project. Alternative 6 (Modified Access) results in significant impacts at four segments but this Alternative would add another driveway and curb-cut entrance on Second Street for employee access (in addition to the loading dock and main hotel entry and exit) degrading the pedestrian and biking experience along Second Street (as compared to the Project) and pushing additional traffic concentration to Second Street and other surrounding intersections, resulting in an overall worse circulation and mobility plan as compared to the Project's proposed circulation and mobility plan.

Conclusion

For the reasons discussed above, the Draft EIR's transportation analysis significantly overstates the Project's limited net new trip generation and is therefore overly conservative. For the LOS and street segment analyses, the City's methodology, combined with its significance thresholds for evaluating potential traffic impacts, result in a highly conservative assessment of the relative traffic impacts of the Project. Indeed, utilizing the City's highly-sensitive thresholds of significance, any redevelopment on the Project site that generates a single incremental vehicle trip would cause a "significant and unavoidable" transportation impact − including the various reduced density alternatives studied in the DEIR. O4-35

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GREENSPAN
engineers

cc: File

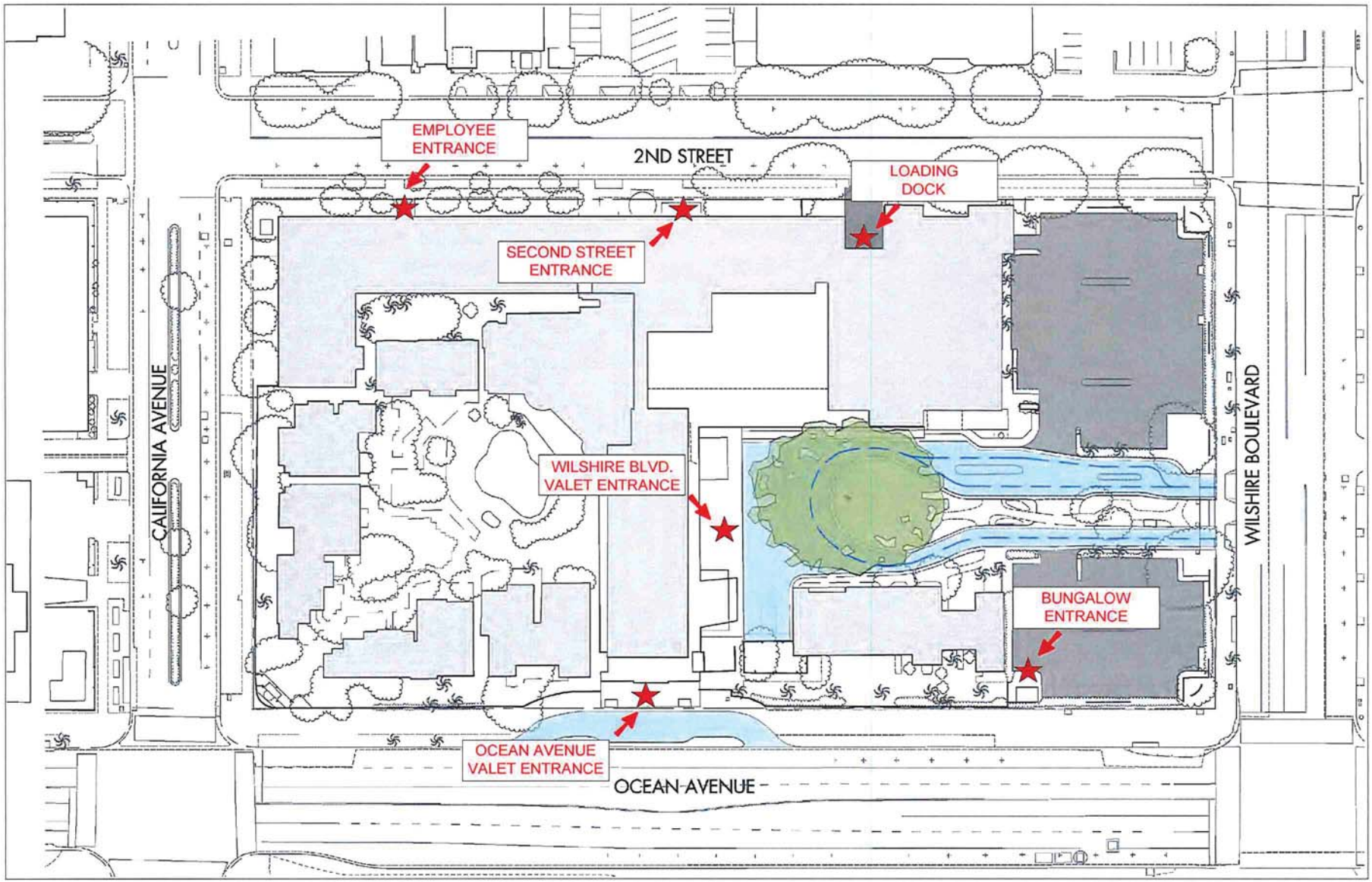
Comment Letter O4

EXHIBIT B

ON-SITE TRIP GENERATION SURVEY DATA, TRAFFIC SOLUTION, SEPTEMBER 2018

Comment Letter O4

O4-36



NOT TO SCALE

MAP SOURCE: PCPA
★ LOCATION OF SURVEY TECHNICIANS

FIGURE
LOCATION OF THIRD PARTY CONSULTANT SURVEY TECHNICIANS

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MIRAMAR HOTEL REDEVELOPMENT

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Comment Letter O4

O4-36
(con.)

Trip Survey Summary - Saturday 9-22-18 Third Party Survey [1]		
	Daily Car Trips	Saturday Peak Hour (2:00 - 3:00 PM) Car Trips
The Fig	193	8
Spa	99	3
Retail	18	2
Lounge	116	5
Hotel Guest	1099	40
Meeting Room	112	4
The Bungalow [2]	1410	149
Employee	493	52
Loading Dock	15	0

Trip Summary		
Total Trips	3555	263

[1] Survey data to be transmitted to City in separate Excel file.

[2] Inbound survey data for The Bungalow was doubled to account for outbound trips.

Comment Letter O4

O4-36
(con.)

Trip Survey Summary - Thursday 9-27-18 Third Party Survey [1]			
	Daily Car Trips	AM Peak Hour (9:00 - 10:00 AM) Car Trips	PM Peak Hour (6:30 - 7:30 PM) Car Trips
The Fig	121	10	4
Spa	81	3	3
Retail	3	0	0
Lounge	58	4	3
Hotel Guest	470	49	12
Meeting Room	151	18	16
The Bungalow [2]	700	0	35
Employee	221	22	34
Loading Dock	48	32	0

Trip Summary			
Total Trips	1853	138	107

[1] Survey data to be transmitted to City in separate Excel file.

[2] Inbound survey data for The Bungalow was doubled to account for outbound trips.

Comment Letter O4

O4-36
(con.)

EXHIBIT C

MARKET-RATE MULTI-FAMILY HOUSING TRIP GENERATION DATA, COUNTS UNLIMITED, OCTOBER 2018

Comment Letter O4

O4-36
(con.)

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
★ SURVEY SITE

FIGURE 3
MARKET-RATE LUXURY CONDOMINIUM SURVEY SITES

LINSCOTT, LAW & GREENSPAN, engineers

MIRAMAR HOTEL REDEVELOPMENT

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Comment Letter O4

O4-36 (con.)

Summary of Residential Driveway Counts [1]						
			Thursday			Saturday
	Units	Daily	AM Peak Hour	PM Peak Hour	Daily	MD Peak Hour
			7:15 - 8:15 AM	4:30 - 5:30 PM		2:15 - 3:15 PM
603 Ocean Avenue	22	69	9	7	43	6
Rate		*3.14*	*0.41*	*0.32*	*1.95*	*0.27*
			7:15 - 8:15 AM	4:45 - 5:45 PM		3:00 - 4:00 PM
101 California Avenue	91	211	19	21	164	10
Rate		*2.32*	*0.21*	*0.23*	*1.80*	*0.11*
			7:00 - 8:00 AM	5:30 - 6:30 PM		2:15 - 3:15 PM
101 Ocean Avenue	59	72	7	11	51	4
Rate		*1.22*	*0.12*	*0.19*	*0.86*	*0.07*

[1] Survey data to be transmitted to City in separate Excel file.

O4-36
(con.)

THIRD-PARTY VEHICLE COUNTS [1]
AND
DERIVATION OF VEHICLE TRIP RATES
MARKET-RATE RESIDENTIAL

21-May-20

EXISTING LAND USE	EXISTING SIZE	WEEKDAY						SATURDAY			
		DAILY		AM PEAK HOUR		PM PEAK HOUR		DAILY		MD PEAK HOUR	
		TRIPS	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS	RATE
Market Rate [2]											
603 Ocean Avenue	22 Units	69		9		7		43		6	
101 California Avenue	91 Units	211		19		21		164		10	
101 Ocean Avenue	59 Units	72		7		11		51		4	
Weighted Average	172 Units	352	2.05 / Unit	35	0.20 / Unit	39	0.23 / Unit	258	1.50 / Unit	20	0.12 / Unit

[1] Residential vehicle counts conducted by Counts Unlimited.
[2] Market Rate traffic counts conducted on Thursday, October 4 and Saturday, October 6, 2018.

Exhibit "B"
Applicant Comments Regarding Project Alternatives

This attachment summarizes reasons (the preponderance of which are cited in the DEIR) why, for important and sound policy and environmental reasons, the Project is superior to each of the individual Project Alternatives evaluated in the DEIR.

A. <u>Alternative 1 (the No Project Alternative)</u>

Consideration of the No Project Alternative in this EIR is called for by CEQA but makes little practical sense. Alternative 1 is less environmentally sensitive and would not be a sound policy decision.

1. Under Alternative 1, the existing on-site uses and surface parking would be retained, and no development would occur. That would be a detriment, not a benefit because, as summarized below, the existing conditions are inferior to the proposed Project. Among other things:

    a. The hotel infrastructure (energy and water systems) is dated, inefficient and in need of substantial upgrades.

    b. The site, including the Moreton Bay Fig Tree, is currently surrounded by tall walls and fences and appears unavailable to pedestrians who are not hotel guests.

    c. The site currently provides no housing and substantial portions of the site are devoted to surface parking and vehicle circulation. The entire State is in dire need of more housing, including especially deed-restricted affordable housing which would result from the proposed Project. O4-37

    d. The luxury hotel market has evolved significantly since the completion of the Palisades Building in 1924 and the Ocean Tower in 1959. The hotel rooms in the Ocean Tower are vastly undersized and poorly configured by today's luxury standards. The ballrooms do not best accommodate today's technologies for events, seminars, conventions, etc. due to limited ceiling heights.

    e. Taxes, revenues and tourism would benefit greatly from the proposed Project.

    f. The site does not have sufficient parking resulting in employees and guests taking up on-street parking.

    g. The main entrance to the hotel is located mid-block on a major boulevard contrary to City policy.

h. The current location of the loading dock does not accommodate the necessary loading and unloading of good and services, resulting in trucks extending into the middle of Second Street while loading and unloading.

i. The site has evolved over the decades in a piecemeal fashion under a variety of owners and would greatly benefit from a comprehensive master plan and an integrated and thoughtful design process. The Project designers are world class, and the proposed investment is remarkable.

2. As to greenhouse gas emissions and water reduction, the DEIR notes:

> "[T]he Project's sustainability features that would reduce GHG emissions would not occur such as energy-efficient and water saving features. Furthermore, Alternative 1 would not promote the State and local plans to reduce GHG emissions by encouraging infill development within proximity to transit and multiple other destinations including job centers and retail uses." (DEIR at p. 5-13.)

3. As explained in the DEIR and discussed above, Alternative 1 "would not meet most of the Project objectives and would not meet the underlying purpose of the Project since Alternative 1 would not modernize the aging hotel or improve visitor serving uses." (DEIR at p. 5-16.) Specifically: O4-37 (con.)

   a. With respect to Objective 1, the vision, goals and policies of the LUCE, DCP and LUP would not be realized.
      i. "Alternative 1 would not implement the DCP (Objective 1) since it would not result in the redevelopment of a property designated as an ELS with the potential to accommodate significant new development and provide significant community benefits. Alternative 1 would not provide publicly accessible open space or public art at the intersection of Wilshire Boulevard and Ocean Avenue." (DEIR at p. 5-16.)
      ii. "Alternative 1 would not contribute to the City's affordable housing stock." (DEIR at p. 5-16.)
      iii. Under Alternative 1, the "benefits associated with rehabilitation of the Palisades Building and removal of pavement under the Moreton Bay Fig Tree would not occur." (DEIR at p. 5-16.)

   b. "Alternative 1 would not improve visitor service uses as there would be no expansion of hotel rooms or retail/restaurant uses, and there would be no increase in public open space or expanded parking on the Hotel Parcel (Objective 2)." (DEIR at pp. 5-16 to 17.)

   c. "Since no new buildings or improvements to existing buildings would occur under Alternative 1, the creation of iconic architecture on the site would not occur (Objective 3)." (DEIR at p. 17.)

d. "[Alternative 1] would not enhance the Downtown District or contribute to the pedestrian experience through the removal of the perimeter walls around the Hotel Parcel, the provision of walkways through the parcel, and the provision of ground floor commercial and public open space along Wilshire Boulevard and at the intersection of Wilshire Boulevard and 2nd Street (Objective 4)." (DEIR at p. 17.)

e. "Alternative 1 would not provide new housing opportunities within proximity to transit and services to meet the regional housing need (Objective 5) nor would it incorporate new sustainability features to reduce the water and energy demand of the existing hotel (Objective 7)." (DEIR at p. 17.)

f. "Alternative 1 also would not increase employment (Objective 8) through the renovation of the facility and the provision of new commercial floor area." (DEIR at p. 17.)

g. "Alternative 1 would not be modernized or appropriately sized to meet the current standards of the luxury hospitality market, and there would not be a substantial increase in City transient occupancy tax revenues and no enhanced property taxes from new market rate housing (Objective 9)." (DEIR at p. 17.)

h. "[O]ver the long-term, the economic viability of the hotel would be difficult due to the existing hotel's inability to be competitive in the luxury hotel market (Objective 11)." (DEIR at p. 17.)

O4-37 (con.)

B. <u>Alternative 2 (Tier 2 Development)</u>

Studying a reduced density project that conforms to the DCP's Tier 2 height of 50' and FAR of 2.25 for the Project Site is appropriate as a Project alternative to be evaluated in compliance with CEQA. However, a project outcome with a Tier 2 project on this exceptional site (as identified in the LUCE and the DCP) would be a missed opportunity for the community as a whole. This site is a candidate for exceptional design, extensive publicly-accessible open space, world class architecture, celebration of site history, and extensive other community benefits. The tradeoffs between height and open space are direct and should be readily apparent in comparing the Project with Alternative 2. On a large historic site such as this, added height can be concentrated in the most appropriate locations to ensure great design and truly meaningful open space that respects the historic resources. That was the very reason for the DCP to prioritize this site as one of three sites for unique review.

O4-38

1. Alternative 2 would not meet applicable policies of the LUCE, DCP, proposed LUP and Open Space Element to the same extent as the Project, and therefore, impacts with respect to zoning and other regulations would be greater than the Project. (*See* DEIR at p. 5-33.) Specifically:

a. As compared to the Project, Alternative 2 would provide less housing opportunities and contribute less to the availability of affordable housing in the City contrary to LUCE and DCP policies for the Downtown. (DEIR at p. 5-32.)

b. A decrease in the number of hotel rooms on the Project Site by about a third (from 312 guest rooms to 216 in the Project and from 301 to 216 with the existing hotel) is highly likely to be deemed inconsistent with Coastal Act policies. The Coastal Act encourages the use of private land for visitor-serving commercial uses such as hotels. Section 30200(b) of the Coastal Act provides, "[w]here the [Coastal] commission or any local government in implementing the provision of [the Coastal Act] identifies a conflict between the policies of [the Coastal Act], Section 3007.5 shall be utilized" and Section 3007.5 stresses, as an example, the importance of concentrating development in urban areas and employment centers: "the Legislature declares that the broader policies which, for example, serve to <u>concentrate development in close proximity to urban and employment centers</u> may be more protective, overall, than specific wildlife habitat and other similar resource policies." (Emphasis added.) By reducing hotel rooms, Alternative 2 would run counter to this policy of encouraging visitor-serving uses in the Coastal Zone.

c. Rather than opening up the site, Alternative 2 would result in a building massing fronting Ocean Avenue, Second Street and Wilshire Boulevard in a courtyard configuration around the Moreton Bay Fig Tree. (*See* DEIR at pp. 5-17 to 5-18.) This would keep the site closed/walled-off similar to the existing conditions today. O4-38 (con.)

2. Alternative 2 would reduce the number of deed-restricted affordable housing units compared with the Project by more than 50% (as many as 34 fewer affordable units) and the number of market-rate units compared with the Project by five, contrary to the need for more housing production in the City, in the region and Statewide. (*See* DEIR at pp. 5-17 to 18.)

3. In Alternative 2, the Palisades Building would be less prominently featured compared to the proposed Project. In addition, the Moreton Bay Fig Tree would be completely enclosed behind structures and not visible from the public rights of way. As confirmed in the DEIR, "Alternative 2 would have a potentially greater impact to historical resources than the Project due to increased indirect impacts from the construction of two 40-foot-high buildings along Ocean Avenue that would block primary public views from Ocean Avenue and Palisades Park of the primary façade of the Palisades Building and the primary view of the Moreton Bay Fig Tree from Ocean Avenue and Palisades Park, which would become visually and physically isolated under Alternative 2." (DEIR at p. 5-25.)

4. In terms of consistency with circulation plans/programs/policies, “impacts would be slightly greater under Alternative 2 than the Project due to reduced intensification of density in proximity to transit and thus reduced use of alternative transportation.” (DEIR at p. 5-37.)

5. With its reduction in hotel rooms, Alternative 2 would also hurt the local economy, reduce local tax revenues in a time of immense budget crisis, and reduce local employment opportunities.

6. As explained in the DEIR, “Alternative 2 would not meet the Project objectives to the same extent as the Project.” (DEIR at p. 5-43.) Specifically:

   a. “Alternative 2 would develop less affordable housing. Providing less housing would not implement City and regional goals to increase housing density near transit to meet housing demand and achieve regional and Citywide VMT per capita reduction. Furthermore, Alternative 2 would result in 51 less guestrooms than the Project and 40 less guestrooms than exists on the Hotel Parcel today, which would not be consistent with the Coastal Program LUP.” (DEIR at p. 5-43.)

   b. “[S]ince Alternative 2 would not provide publicly accessible open space and would reduce the number of hotel rooms, Alternative 2 would not improve visitor serving uses (Objective 2).” (DEIR at p. 5-43.)

   c. “The limited height of Alternative 2 would also result in new buildings that occupy much of the Hotel Parcel and therefore would not provide for height variation, publicly accessible open space, permeability of the parcel, or extensive landscaping (Objective 3).” (DEIR at p. 5-43.)

   d. “While Alternative 2 would somewhat improve the character of the Downtown, it would not enhance the Downtown to the extent that would result under the Project with the removal of the perimeter walls that would create the visual and physical access to and through the Hotel Parcel and its historic resources and the provision of ground floor retail that would activate the street (Objective 4).” (DEIR at pp. 5-43 to 5-44.)

   e. “Alternative 2 would result in 69 less residential units than the Project and would therefore, only partially meet Objective 5.” (DEIR at p. 5-44.)

   f. “Alternative 2 would partially meet Objective 6 as the alternative would preserve the historic resources through the rehabilitation of the Palisades Building. However, Alternative 2 would not improve public views of the Palisades Building and the Moreton Bay Fig Tree as the Hotel Parcel would be enclosed by buildings and the openness of the Hotel Parcel that would occur under the Project would not occur under Alternative 2.” (DEIR at p. 5-44.)

O4-38 (con.)

g. Alternative 2 would include less density and housing on a key infill site that is walkable, bikeable and adjacent to transit and would accordingly result in a lost opportunity for increasing the density of visitor-serving and residential uses. Thus, Objective 7 would be met but to a lesser extent than the Project.

h. "With the reduction in guestrooms, Alternative 2 would not provide the same level of employment opportunities as would the Project (Objective 8)." (DEIR at p. 5-44.)

i. "Alternative 2 would result in less economic and fiscal benefits with the reduction in development (Objective 9)." (DEIR at p. 5-44.) Notably, Alternative 2 has significantly less hotel rooms than the Project and less market-rate condominiums.

j. "In addition, Alternative 2 would not result in the redevelopment of a Downtown property designated as an ELS in a manner that would accommodate significant new development and provide significant community benefits. For example, Alternative 2 would not provide publicly accessible open space or public art at the intersection of Wilshire Boulevard and Ocean Avenue (Objective 1 and 10)." (DEIR at p. 5-44.) O4-38 (con.)

k. Alternative 2 would not achieve Objective 11 (economic viability). From the Applicant's perspective, any return associated with Alternative 2's reduction in height (10-stories to 4-stories) and modest increase in FAR (1.4 to 2.25) compared with existing conditions would not offset the significant costs associated with closing the existing profitable (albeit aging) hotel for an extended period of time, constructing expensive new underground parking, rehabilitating and seismic strengthening the historic Palisades Building, as well as developing new deed-restricted affordable housing.

7. Moreover, Alternative 2 would itself still result in significant adverse impacts in all the same categories as the Project. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.) The vast majority of the impacts where the DEIR identifies Alternative 2 as "environmentally superior" are "impacts" where the Project will itself result in less-than-significant impacts. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.)

C. <u>Alternative 3 (Hotel Only on Hotel Parcel, No Condominiums)</u>

Studying a reduced density project that eliminates the residential condominiums and associated height on the Hotel Parcel is an appropriate alternative for study in the EIR particularly because this alternative responds to prior public comments. However, redeveloping the Hotel Parcel without any ownership housing and the related substantial number of deed-restricted affordable apartments on the Second Street Parcel would be a significant missed opportunity, especially in light of the State and region's housing crisis and the Regional Housing Needs Assessment fair share allocation of housing required to be provided in Santa Monica. As documented in the O4-39

DEIR, Alternative 3 is undesirable from a City perspective and would not meet the Project objectives to the same extent of the Project:

1. Alternative 3 would not materially assist the City in expanding housing opportunities in the Downtown as called for in the LUCE and DCP or in meeting its fair share of the regional need for additional housing, as compared to the Project (Objective 5). (*See* DEIR at p. 5-67.) Alternative 3 would include only nine market-rate residential units and three residential affordable units (all on the Second Street Parcel) compared with the Project's 60 market-rate units and 30-48 affordable units. This is up to 96 fewer housing units compared with the Project.

2. "Alternative 3 would result in fewer economic and fiscal benefits with the reduction in overall development (Objective 9)." (DEIR at p. 5-67.) Specifically, Alternative 3's increase in property tax revenue to the City would be significantly lower than will be generated by the Project due to the reduction in market-rate ownership housing by 51 units compared with the Project.

3. Alternative 3 would not meet important elements of Objective 10 (i.e., provide substantial community benefits as envisioned in the LUCE and DCP) because it would result in only three deed-restricted affordable housing units. (*See* DEIR at pp. 5-67 to 5-68.)

4. Project Objective 11 (economic viability) would not be met through Alternative 3. From the Applicant's perspective, any return associated with Alternative 3's reduction in height (10-stories to 7-stories), modest increase in FAR (1.4 to 1.6 FAR) and limited increase in hotel rooms (11 net new) compared with the existing conditions would not offset the significant costs associated with closing the existing profitable (albeit aging) hotel for an extended period of time, constructing expensive new underground parking and publicly-accessible open space, and rehabilitating and seismic strengthening the historic Palisades Building.

5. Additionally, Alternative 3 would itself still result in significant adverse impacts in all the same categories as the Project. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.) The vast majority of the impacts where the DEIR identifies Alternative 3 as "environmentally superior" are "impacts" where the Project will itself result in less-than-significant impacts. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.)

O4-39 (con.)

D. <u>Alternative 4 (84-Foot Height, Reduced Density)</u>

Studying a reduced density project (less hotel rooms and less condominium units) that has a maximum of 84 feet in height is an appropriate alternative for study in the EIR particularly because this alternative responds to prior public comments. As documented in the DEIR, Alternative 4 would result in almost 30% less hotel rooms (even when compared with the existing conditions), and fewer housing units (both market rate and affordable) compared with the Project. This proposed Alternative would involve the

O4-40

removal of an existing 10-story hotel building and replacement of that structure with a new 7-story hotel building, so this Alternative would create less desirable hotel rooms (even as to the existing hotel) and market-rate residences as compared to the Project. As a result, hotel room rates and condominium sale prices would be significantly reduced relative to the Project. From the Applicant's perspective, any return associated with Alternative 4 would not offset the significant costs associated with closing the existing profitable (albeit aging) hotel for an extended period of time, constructing expensive new underground parking and publicly-accessible open space, rehabilitating and seismic strengthening the historic Palisades Building, as well as developing new deed-restricted affordable housing. This Alternative also would not achieve the high design expectations set forth for the Project Site in the LUCE and DCP or meet the Project objectives to the same extent of the Project:

1. "[B]ecause of reduced building heights and greater uniformity among Alternative 4's buildings, Alternative 4 would not meet to the same extent as the Project many of the design parameters set forth in the LUCE and DCP regarding architectural articulation, variable building heights and roof styles, and building step-backs that would be achieved with the Project's greater range of building heights and setback areas within the Project Site." (DEIR at p. 5-82.)

2. As explained in the DEIR, "with the reduction in development and changes to the site plan that would occur, Alternative 4 would not meet several of the Project objectives to the same extent as the Project." (DEIR at p. 5-90.) Specifically:

    a. Alternative 4 does not achieve Objective 1 (implement the LUCE, DCP and Coastal Act) to the same extent as the Project. It does not achieve the LUCE and DCP goals of expanding housing in the Downtown to the same extent as the Project due to its reduction in housing units compared with the Project. The significant reduction in the number of hotel rooms (from 312 in the Project and 301 in the existing hotel to 226) would be inconsistent with Coastal Act policies. Alternative 4 would also result in fewer employment opportunities and community benefits, including significantly less deed-restricted affordable housing (13 units) as compared to the Project (up to 48 deed-restricted affordable units). (*See* DEIR at pp. 5-90 to 5-91.)

    b. Alternative 4 would not meet Objective 2 (improve visitor serving uses) to the same extent as the Project because it would "reduce total hotel rooms from the existing 301 rooms and the Project's 312 rooms and, as such, would not expand visitor-serving uses per the Coastal Act as would occur under the Project." (DEIR at pp. 5-90 to 5-91.)

    c. Objective 3 (iconic architecture) would not be met to the same extent as the Project because the range of building height is less varied than under the Project, and Alternative 4 "would have less potential to provide variations in roof design and other features of iconic architecture compared to the Project." (DEIR at p. 5-91.)

O4-40 (con.)

d. "Alternative 4 would not meet Objective 5 to provide market rate and affordable units to the same extent as under the Project." (DEIR at p. 5-91.) This alternative would reduce the number of market rate ownership units from 60 condominium units in the Project to 51 units and affordable apartments from at least 30 and up to 48 units in the Project to only 13 units.

e. "Because of the reduction in the number of guestrooms, Alternative 4 would provide fewer employment opportunities associated with the hotel than under the Project (Objective 8)." (DEIR at p. 5-91.)

f. "Alternative 4 would also result in fewer economic and fiscal benefits with the reduction in overall development (Objective 9)." (DEIR at p. 5-91.) Notably, the number of hotel rooms and market-rate condominiums would be significantly reduced compared with both existing conditions and the Project.

g. "Alternative 4 would not provide the same extent of community benefits as would the Project (Objective 10) since less affordable housing would be developed on the Second Street Parcel." (DEIR at p. 5-91.)

h. As discussed above, Alternative 4, which would involve the demolition of an existing 10-story building and its replacement with a 7-story building and would not be economically viable (Objective 11).

3. Moreover, Alternative 4 would itself still result in significant adverse impacts in all the same categories as the Project. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.) The vast majority of the impacts where the DEIR identifies Alternative 4 as "environmentally superior" are "impacts" where the Project will itself result in less-than-significant impacts. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.)

O4-40 (con.)

E. <u>Alternative 5 (Alternate Massing)</u>

A massing alternative that eliminates the California Building and instead includes building massing along Wilshire Boulevard and Ocean Avenue merits study in the EIR because this alternative responds to prior public comments. However, the alternative layout would fundamentally miss the Project goals of opening up the Project Site and "welcoming the community" through the publicly-accessible open space at the corner of Wilshire Boulevard and Ocean Avenue, would regrettably reduce the visibility and celebration of the landmark Moreton Bay Fig Tree, and would negate the Project's intent to provide a connection and synergy between Palisades Park and the Third Street Promenade. Notably, Alternative 5 would keep the corner of Wilshire Boulevard and Ocean Avenue closed off from the sidewalk and community by replacing the Project's publicly-accessible open space at this corner with a building 80-feet in height and the resulting major reduction in open space would be further exacerbated by isolating its

O4-41

access only to Ocean Avenue with no visual connection to the pedestrians on Wilshire Boulevard. Alternative 5 would further be inferior to the Project because:

1. "Alternative 5 would provide reduced publicly accessible open space compared with the Project (about 64% less) and therefore, would not implement policies to increase public open space and to provide art to the same degree (Goals LU17, Policy LU17.1)." (DEIR at p. 5-94.) Specifically:

    a. Alternative 5 would inhibit implementation of LUCE Goal B2 to "[t]ransform Wilshire Boulevard into Santa Monica's premier pedestrian/transit boulevard including a quality landscaped environment, improved transit service, enhanced traffic circulation, and a safe, attractive and inviting pedestrian experience." (LUCE at p. 2.4-9; *See also* LUCE Goal B1 "Transform Wilshire Boulevard from a vehicle dominated street into a livable, enhanced pedestrian open space that is well served by transit and includes a local serving mix of uses.")

    b. Alternative 5 would be inconsistent with the DCP's directive to "promote a comfortable connection northward along Ocean Avenue to Wilshire Boulevard and east toward the Promenade, further activating and enlivening the northern edge of Downtown." (DCP at p. 25.)

2. "[B]ecause of the relocated California Building and a second, 30-foot-high building wrapping around the corner at Wilshire Boulevard and Ocean Avenue, views of Santa Monica Bay and Palisades Park that would be available across open space in the southwest edge of the Project Site under the Project would be blocked." (DEIR at p. 5-93.)

3. "[D]ue to the concentration of buildings and greater lot coverage in the southern portion of the Hotel Parcel, physical and visual access to the Moreton Bay Fig Tree would be reduced under Alternative 5." (DEIR at p. 5-94.) Specifically, "[v]iews of the Moreton Bay Fig Tree from Wilshire Boulevard would be blocked." (DEIR at p. 5-93.)

4. "Alternative 5 would not provide the same level of building articulation (Policies LU15.11, LU15.8, D8.5), variety of building heights and rooflines (Policy B1.5 and D8.3, D8.4), and building step-backs, as encouraged under LUCE and DCP policies, as under the Project." (DEIR at p. 5-94.)

5. "[B]ecause of reduced building heights and greater uniformity among Alternative 5's buildings, Alternative 5 would not meet to the same extent as the Project many of the design parameters set forth in the LUCE and DCP regarding architectural articulation, variable building heights and roof styles, and building step-backs that would be achieved with the Project's greater range of building heights and setback areas within the Project Site." (DEIR at p. 5-104.)

O4-41 (con.)

6. Alternative 5 also does not meet the Project Objectives to the same extent as the Project:

   a. "[Publicly]-accessible open space would be reduced from 14,000 square feet under the Project to 5,000 square feet under Alternative 5 and space for public art would likely be more constrained. As such, Alternative 5 would not meet Objectives 1 and 10 to the same degree as under the Project." (DEIR at p. 5-111.) The shifting of the massing to Wilshire Boulevard would be less consistent with LUCE policies to scale buildings to the pedestrian to create an intimate sidewalk walking/shopping experience along Wilshire Boulevard (Policy B1.7) and for buildings to be designed with a variety of heights, shapes and to create visual interest along Wilshire Boulevard (Policy B1.8) compared with the Project's distribution of mass across the Hotel Parcel and intentional location of publicly-accessible open space at the corner of Wilshire Boulevard and Ocean Avenue to activate the Boulevard, enhance the pedestrian experience, and invite the community into the Project.

   b. Alternative 5 also meets Objective 2 to a lesser extent than the Project. The significant reduction of the publicly-accessible open space and its relocation away from Wilshire Boulevard provide for an inferior pedestrian experience along Wilshire Boulevard.

   c. "[R]elocation of the 80-foot-high building to the Wilshire Boulevard street frontage would create a more constrained layout of buildings and, potentially, more limited design than that achieved under the Project (Objective 3)." (DEIR at p. 5-112.)

   d. Alternative 5 would not enhance the character of Downtown (Objective 4) to the same extent of the Project. This Alternative results in an uninspired design and misses the opportunities presented by the Project Site, its location and its landmark elements.

   e. Elements of Project Objective 6 (historic preservation) would not be met by Alternative 5. With the addition of mass/height along Wilshire, visual access and sightlines to the Moreton Bay Fig Tree would be limited compared with the Project and the Moreton Bay Fig Tree would have more limited access to sun in this alternative.

   f. Alternative 5 meets Objective 10 (community benefits) to a lesser extent than the Project because the publicly-accessible open space is substantially reduced and visual access and openness to the Moreton Bay Fig Tree is far inferior.

   g. Alternative 5 does not meet Objective 11 (economic viability). The hotel guestrooms and residential units in this alternative would be much less

O4-41 (con.)

desirable to hotel guests and Project residents as compared to hotel guestrooms and residential units in the Project. As a result, room rates and residential property values would be materially reduced relative to the Project with corresponding decreases in hotel transient occupancy tax revenue and property tax revenue (Objective 9). From the Applicant's perspective, any return associated with Alternative 5 would not offset the significant costs associated with closing the existing profitable (albeit aging) hotel for an extended period of time, constructing expensive new underground parking and publicly-accessible open space, rehabilitating and seismic strengthening the historic Palisades Building, as well as developing new deed-restricted affordable housing.

O4-41 (con.)

7. Additionally, Alternative 5 would itself still result in significant adverse impacts in all the same categories as the Project. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.)

F. <u>Alternative 6 (Modified Access)</u>

An access alternative that takes away the employee driveway on California Avenue and instead shifts it to Second Street merits study in the EIR because this alternative responds to prior public comments. However, the Project's circulation plan is superior because:

1. The Project strategically proposes to prioritize Wilshire Boulevard for pedestrians consistent with the LUCE[1] and DCP[2] and to distribute the vehicle trips from its various users (visitors/guests, employees and residents) between Second Street, California Avenue and Ocean Avenue to avoid over burdening any of the three streets. Alternatives 2-5 have the same vehicular circulation strategy/plan as the Project. The Project strategically locates the employee vehicular entrance (rather than the visitor/guest entrance) along California Avenue because employees are familiar with their parking locations (avoiding unfamiliar drivers searching for the entrance), employees generally only come in/out at the beginning and end of their shift, and the employees' shifts are at set times. In contrast to the Project, Alternative 6 which would add an additional curb cut to Second Street and thereby concentrate additional vehicles on Second Street, which is part of the City's bicycle circulation network.

O4-42

[1] "Prioritize pedestrian environment above all other modes." (LUCE at p. 4.0-18.)

[2] "Pedestrians come first in Downtown. Walking is the defining activity in Downtown and people walking outnumber vehicles. Pedestrians outnumber vehicles at many intersections. Families come from all over our city and the region to enjoy walking as a no-cost social activity in Downtown's friendly environment. A safe pedestrian realm for people of all abilities and ages is fundamental to a successful transportation system because every trip starts and ends on foot." (DCP Section 3.3B at p.139.)

2. The Project allows for the hotel entry court (and its associated break in the building massing along Second Street) to be centered on the landmark Moreton Bay Fig Tree, thereby providing direct visual access to the Tree for pedestrians on Second Street. Alternative 6's addition of another curb cut on Second Street (a third curb cut) would degrade the pedestrian and bike experience and require that the hotel entry court be moved further south, making the "window" to the Tree less attractive.

3. The Project also includes a sizeable ground floor ballroom along Second Street to accommodate the range of celebrations, community, civic and charitable events that members of the public and community have reiterated are important for the Project to accommodate. The addition of a third curb cut on Second Street would require that the hotel ballroom become substantially reduced in size, contrary to public feedback.

4. Moreover, Alternative 6 would itself still result in significant adverse impacts in all the same categories as the Project. (*See* DEIR Table 5-5 at pp. 5-120 to 5-121.)

O4-42 (con.)

Comment Letter O4

Ocean Avenue, LLC

Response to Comment O4-1

This comment is mostly introductory and provides general information regarding the Draft EIR. This comment is acknowledged and will be provided to the decision makers for review and consideration as part of the decision making process. Responses to the comments contained in this letter are provided below in Responses to Comments O4-2 through O4-25.

Response to Comment O4-2

This comment reiterates the Draft EIR's conclusion that the Project is consistent with the Downtown Community Plan, and states that the Draft EIR meets the legal requirements of CEQA and related case law. The comment also includes an overview of the benefits from the Project. This comment is acknowledged and will be provided to the decision makers for review and consideration as part of the decision making process.

Response to Comment O4-3

This comment reiterates the EIR's conclusion that the Project is consistent with the Downtown Community Plan, and therefore, the project qualifies for CEQA streamlining pursuant to Section 15183 of the CEQA Guidelines. The EIR has been prepared in accordance to CEQA to analyze project-specific impacts not previously evaluated in the Downtown Community Plan EIR. The analysis presented in the Draft EIR provides full disclosure of the Project's specific impacts, including those related to the Hotel Parcel's historic structure and Moreton Bay Fig Tree.

Response to Comment O4-4

The 100% affordable housing on the Second Street Parcel satisfies the affordable housing requirements of the project on the Hotel Parcel. While the 100% affordable housing project would, by itself, qualify for CEQA exemption, the developments on Second Street and the Hotel Parcel are analyzed together in the EIR as required by CEQA. Under CEQA, an agency cannot "piecemeal" the environmental review for a project. Per CEQA, a "project" is defined as the "whole of the action." The EIR clearly provides an analysis of each site independently while also evaluating the potential for combined effects. An EIR must include an analysis of the environmental effects of the project, which includes a future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects. In the case of the Project, the affordable housing requirement for the condos on the Hotel Parcel would be off-site on the Second Street Parcel. Therefore, for the purposes of CEQA and to provide full disclosure of environmental impacts of both developments, the EIR analyzes them together.

Response to Comment O4-5

The comment summarizes the housing benefits of the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-6

The comment summarizes the historic preservation benefits of the Project. The analysis of the Project's historic impacts is provided in EIR Section 4.5 Historical Resources. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-7

The comment summarizes the open space benefits of the Project. The Project's open space provisions are described as such in EIR Section 2.0 Project Description. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-8

The comment summarizes the sustainability benefits of the Project. The Project's sustainability features have been described incorporated throughout the EIR and its environmental effects have been taken into account, including the analysis related to greenhouse gas emissions in EIR Section 4.9 Greenhouse Gas Emissions. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-9

The comment summarizes the transportation benefits of the Project. The Project's transportation demand management features and transportation characteristics are described as such in EIR Section 4.17 Transportation. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-10

The comment describes the Project's consistency with existing adopted land use plans, including the LUCE and the DCP, as analyzed in EIR Section 4.12 Land Use and Planning. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-11

The comment describes the Project's employment benefits. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-12

The comment describes the economic and fiscal benefits of the Project. Economic and fiscal benefits of the Project are taken into consideration as part of the decision-making process for Project approval. Per CEQA Guidelines Section 15093, the City will balance the Project's economic, social, technological, or other benefits against its unavoidable environmental risks when determining whether to approve the project.

Response to Comment O4-13

The comment summarizes the pedestrian benefits of the Project as described in EIR Section 2.0 Project Description and analyzed in EIR Section 4.12 Land Use and Planning. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-14

The comment summarizes the design of the Project as described in EIR Section 2.0 Project Description. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-15

The comment reiterates the analysis and findings of the Project's historic resources impacts, particularly those related to the Morton Bay Fig and the Palisades Building, as analyzed in EIR Section 4.5 Historical Resources.

Response to Comment O4-16

The comment reiterates the EIR's analysis and findings of the Project's landscape plan on the historic setting of the Hotel Parcel. The commenter also contends that the landscape plan will have a beneficial impact on the Hotel Parcel. The comment is noted for the record.

Response to Comment O4-17

The comment correctly reiterates the analysis and findings of the Project's historic resources impacts as analyzed in EIR Section 4.5 Historical Resources of the EIR. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-18

The comment reiterates the analysis of the Project's consistency with transportation plans, programs, ordinances, and policies provided in EIR Section 4.17 Transportation. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-19

Section 15064.3 of the revised CEQA Guidelines was adopted by OPR on December 28, 2018, and states that the use of VMT for the analysis of transportation impacts shall apply prospectively (i.e., only applicable to new projects after date of adoption) and must be implemented statewide by July 1, 2020. The Recirculated Notice of Preparation for the Project was issued in June 2018 and the Draft EIR was published in February 2020. In June 2020, the City adopted new VMT thresholds in accordance with SB 743 and Section 15064.3 - after the publication of the Project's EIR. Therefore, the application of the City's VMT thresholds is not required. Nonetheless, for informational purposes, a VMT analysis was provided in the Draft EIR in Section 4.17 Transportation. Furthermore, additional text has been added in this Final EIR (refer to EIR Chapter 10, Corrections and Additions) to compare the Project's VMT to the recently adopted thresholds. Because the VMT thresholds apply prospectively (to new projects), the additional text is provided for full disclosure purposes – no determinations of significance are necessary. The commenter's references to CEQA case law reaffirms that this approach in the EIR.

Response to Comment O4-20

This comment references an attachment prepared by LLG regarding the EIR's traffic impacts. The comment further states that the traffic impacts in EIR Section 4.17 Transportation are overstated. Please see Response to Comment LLG-1.

Response to Comment O4-21

As analyzed in EIR Section 4.17 Transportation and noted by the commenter, the Project would result in significant and unmitigable impact at three study intersections and five street segments. The analysis is based on the City's adopted traffic thresholds that were applicable to the Project at the time of the preparation of the EIR. As the Project's NOP predates the adoption of the City's new VMT thresholds and application of the City's newly adopted VMT thresholds is not required prior to July 1, 2020, the use of the LOS and street segment traffic significance thresholds are appropriate. Due to the sensitivity of the LOS thresholds, the addition of a few trips would trigger a significant impact. Similarly, for the street segment thresholds, the addition of a single trip would trigger a significant impact. Mitigation measures are not available for the three intersections and five street segments due to secondary impacts or conflicts with City policies.

Response to Comment O4-22

The comment correctly reiterates the analysis and findings of the Project's transportation-related design and emergency access impacts as analyzed in EIR Section 4.17 Transportation. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record.

Response to Comment O4-23

This comment identifies and generally concur with the alternatives selected for evaluation in EIR Chapter 5 Alternatives. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-24

The comment correctly states that with the exception of the No Project Alternative, the remaining alternatives would result in significant and unavoidable impacts, though to various degrees. EIR Chapter 5, Table 5-5 provides a comparison of the Project's impacts relative to the alternatives.

Response to Comment O4-25

Alternatives 2, 3, and 4 would result in less hotel rooms and/or housing, resulting in a FAR less than 3.0. While they would not meet City or the Coastal Act goals and policies to the same extent as the Project, they would not necessarily conflict with such goals and policies.

Response to Comment O4-26

CEQA requires the analysis of a No Project Alternative in an EIR. As noted in CEQA Guidelines Section 15126.6, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Of the alternatives analyzed in the EIR, Alternative 1 is considered

the environmentally superior alternative because it is the only alternative that would avoid the Project's significant traffic (intersection and street segment), construction vibration, and historic resource impacts. In addition, Alternative 1, which reflects existing conditions with no change to the environment, would result in less impacts across most of the environmental topics analyzed. The EIR does not provide a conclusion regarding the preference of the No Project Alternative.

Response to Comment O4-27

This comment provides a legal citation to CEQA Guidelines Section 15043, which states that a lead agency can approve a project with significant impacts so long as it makes the finding that its benefits outweigh those significant impacts. The comment further outlines an opinion that the Project is superior to the analyzed alternatives – in particular Alternative 2, Alternative 4, and Alternative 6. The comment further states that the Project has been designed in consideration of input from City staff, City decision makers, and community members. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-28

This comment states that none of the alternatives would be economically viable/feasible. CEQA does not require that an EIR study the economic impacts of alternatives. However, an analysis of the economic feasibility of the Project and alternatives (with the exception of the No Project Alternative) will be conducted as part of the Development Agreement process for the Project.

Response to Comment O4-29

The comment reiterates the EIR's statements on why Alternative 1, the No Project Alternative, would not meet DCP or Project objectives. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-30

The comment provides an opinion on why the Project is superior to Alternative 4. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-31

The comment provides conclusory statement that the EIR meets CEQA legal requirements and provides an opinion on the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration

Exhibit A

Response to Comment O4-32

The comment generally summarizes and provides support for the findings of the LOS-based analysis of the Transportation Impact Assessment (TIA) report by Fehr & Peers, provided in Appendix L of the EIR. LLG provides four considerations for the trip generation potentially overestimating the effect of the Project, focused on the proposed redevelopment of the Hotel Parcel.

First, the analysis assumes the use of a fully-occupied hotel for the purpose of estimating hotel guest-related trips. This practice is consistent with other hotel studies that have been completed in Santa Monica. Hotels may often have "busy seasons" and other periods that have comparatively fewer bookings, but given that Santa Monica experiences good weather throughout the year and is a world-renowned destination in a major metropolitan region, it is reasonable to assume that the hotel is busy most of the year. Indeed, the applicant's original trip generation study[1] cites that the surveys were conducted when the hotel was at 96 to 97 percent occupancy, compared with an average occupancy rate of 87 percent (see Appendix L, Revised Transportation Impact Assessment of the Final EIR). The use of the busiest periods of activity is also consistent with Santa Monica's traffic analysis methodology which relies on using weekday traffic conditions during the school year to capture the busiest typical AM and PM peak hours, and Saturdays during the summer to capture the busiest typical midday weekend peak hour.

Secondly, regarding a lack of trip generation credit from the reduction in meeting space area, typical practice when estimating trip generation for hotels is to relate external vehicle trips to number of guest rooms (or, "keys"), which is consistently applied for this study. This is the approach used by LLG, as shown in the Trip Generation Study which Fehr & Peers provided a peer review (see Appendix E to the TIA provided in Appendix L of the EIR as well as the data included in Appendices B and C of the comment letter). The trip generation rates applied to the existing and proposed hotel guest rooms is a blend of empirical studies of comparable hotels in and around Santa Monica. The use of meeting space at the hotel is widely varied, with events ranging in size from a few people to nearly 200 attendees. Furthermore, attendees can be a combination of hotel guests and outside visitors, which also has a wide range of variation. For example, in the March 2019 LLG trip generation study, meeting space on the days surveyed varied from a total of 26 hotel guests meeting during the day between two of the meeting spaces, to a reception of, "about 250 attendees, mainly non-hotel guests." On another day, a wedding of about 158 attendees was found to have "equivalent hotel guests and non-hotel guests," and was scheduled from 5:00 PM to 10:00 PM using both the outdoor space and the ballroom over the course of the evening. Therefore, a conservative estimate linked to the total guest rooms rather than square footage of meeting space is reasonable.

The third point is regarding residential trip generation for the proposed condominiums on the Hotel Parcel and the comment suggests that the analysis overestimates residential trip generation for the

[1] *Trip Generation Study Conducted in Conjunction with the Proposed Miramar Hotel Redevelopment, LLG. March 19, 2019.* This original version of the trip generation study, along with the Fehr & Peers final peer review dated August 20, 2019, were inadvertently omitted from the Draft EIR and are included in the Revised Transportation Impact Assessment provided in Appendix L of the Final EIR.

condominiums. LLG provided information to the City based on a trip generation study conducted at the driveway entrances to comparable existing condominiums in Santa Monica. The results of their surveys were substantially lower than the trip generation rates that the City uses as part of the Travel Demand Forecasting Model (TDFM) rates for residential uses. The TIA utilizes the higher TDFM rates consistent with City practice for residential land uses and correctly applies the methodology for selecting rates described in the TDFM memo included as Appendix C to the TIA. LLG's trip generation survey of other condominiums in Santa Monica are not necessarily a reasonable comparison for the Project for two reasons. First, there is a strong correlation between the availability of residential parking attached to a dwelling unit in urban environments, which is captured by the TDFM rates. The Project would provide two parking spaces per condominium unit. For a truly valid comparison, site surveys of comparable developments should consider the per-unit parking availability; LLG's survey did not. Second, the activity of "TNCs" (Lyft and Uber) changed dramatically in Santa Monica in the years just prior to this study. These vehicle trips must be accounted for in trip generation surveys, for hotel and bar patrons as much as for residences. TNC activity in Santa Monica is (or was, prior to the COVID-19 pandemic) known to be high and has replaced trips that people might otherwise make themselves (for example, in order to more safely enjoy nightlife) or take on public transit, and has generally expanded travel activity by enabling people to make trips they would not have otherwise made. A more detailed discussion on this subject is provided in Appendix L of the Final EIR [*Peer Review of Applicant-Provided Trip Generation and Parking Demand Estimates for the Miramar Hotel* Project (Fehr & Peers, August 20, 2019]. On a project trip generation basis, most TNC activity actually counts as two trips in the peak hour, as described in LLG's trip generation memo (Appendix E of the TIA provided in Appendix L of the EIR). LLG did not conduct curbside TNC activity surveys at any of the other condominium developments and therefore, the trip generation fails to reflect the relationship between the dwelling units and total vehicle trip activity.

Fourth, regarding the expanded TDM program suggests that additional hotel trip reductions should be taken. The trip generation rates developed by the City and used in the EIR analysis take into account an increased level of TDM activity in the future based on the research, development and calibration of the TDFM trip generation rates. Other rates that are empirically derived, particularly hotel employees, reflect actual activity at the hotel. The data collection demonstrate that a number of employees already use transit and carpool to commute. While an enhanced TDM program in the future may further encourage employees to switch away from driving alone, it is appropriate to rely on the existing data.

For the reasons stated above, the City believes that the trip generation methods and assumptions for the LOS and VMT analyses for the Project are appropriately conservative.

Response to Comment O4-33

This comment summarizes the constrained conditions under which level of service is evaluated with the City's strict criteria for identifying significant traffic impacts. The comment specifically addresses the three intersections at which the Project-related change in traffic was found to result in significant impacts. The commenter finds that the City's thresholds of significance are highly

sensitive to changes in vehicle trips. This is consistent with the City's policy approach to prioritizing improvements to walking, bicycling and transit.

With regard to Intersection No. 1 - Palisades Beach Road (PCH) & California Incline, the intersection is impacted primarily due to the very high volume of traffic on the PCH and the lengthy signal cycle before traffic on the California Incline receives a green light. The addition of any trips on the Incline can have an outsize effect on the average delay calculation given how long those vehicles must wait at a red signal, and how many vehicles are waiting on PCH when the California Incline has a green.

At Intersection No. 3 - Ocean & California Avenue, the decrease in volume is due in part to reduced employee and valet circulation due to modifications to circulation that would occur under the Project. However, an impact in terms of overall delay still occurs because Project trips would shift to other movements (for example, the northbound left-turn from Ocean Avenue onto the California Incline, or the westbound approach on California Avenue) that have less lane capacity or green signal time. This intersection features bike lanes on all four legs and a "leading pedestrian interval" signal which improves safety for people crossing the street while reducing green time available to vehicles. These features provide more balanced facilities for all modes that need to pass through this intersection, but traditional LOS analysis using the HCM methodology is incapable of capturing this result with a letter grade system based solely on vehicle delay, and impact criteria that can only evaluate the change in vehicle delay.

The impact at Intersection 42 - Lincoln Boulevard & California Avenue is similarly due in part to the balance needed for the high level of pedestrian and bicycle activity at this location, which is controlled by a stop sign. Again, using vehicle delay to determine the acceptable performance of this intersection which serves many people using many modes is a limitation that is acknowledged by the finding that there is not a feasible mitigation that would not secondarily impact other policies to encourage walking and bicycling.

The comment correctly indicates that Alternatives 2, 3, 4, and 6 would result in similar impacts to the Project. The reduced density alternatives would result in a reduction in trips thereby lessening the impacts but would not eliminate the significant and unavoidable transportation impacts. Alternative 6 (Modified Access Alternative would have significant and unavoidable impacts at the same three intersections as the Project. However, Alternative 6, with relocation of employee access from California Avenue to 2nd Street, would avoid the significant impact along California Avenue between Ocean Avenue and 2nd Street (Segment 8). While still remaining significant, impacts at the four street segments evaluated along California Avenue, east of 2nd Street (Segments 9, 10 and 11), would also experience reductions in traffic impacts. Relocated access trips would occur along other street segments, with the most notable increase being along 2nd Street between Wilshire Boulevard and California Avenue. With the avoidance of a significant impact along one street segment, the impact of Alternative 6 would be less than the Project.

Response to Comment O4-34

The comment points out that the City's impact criteria for street segments are such that significant impacts can be found with the addition of very small amounts of traffic and goes on to summarize

the findings of the Draft EIR in this regard for the Project and the alternatives. The comment points out that Alternative 6 would relocate the Project employee driveway from California Avenue, where it would be restricted to right-turns entering and exiting, to 2nd Street adjacent to the main Project driveway where presumably turns in both directions would be possible for traffic entering and exiting. This configuration would be less safe for pedestrians and bicyclists on the west side of 2nd Street (along the Hotel Parcel) by increasing the potential conflicts with vehicles. Overall, Alternative 6 features the same number of driveways as the Project. It does not cite specific issues with the analysis or findings.

Response to Comment O4-35

The comment summarizes the comments of the letter, for which responses are provided above. The comment does not raise additional concerns regarding the analysis or findings. This comment is acknowledged for the record.

Exhibits B and C (Attached to Exhibit A)

Response to Comment O4-36

Exhibit B provides survey data for the on-site trip generation and Exhibit C provides market-rate multi-family housing trip generation data. Relevant data was utilized as appropriate in the EIR for the Project's traffic analysis. No further response is necessary.

Exhibit B

Response to Comment O4-37

The comment provides an opinion on leaving existing conditions on the Project Site as analyzed under Alternative 1, the No Project Alternative, and that it is inferior to the Project. The comment reiterates the EIR's statements on why Alternative 1, the No Project Alternative, would not meet DCP or Project objectives. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-38

The comment provides an opinion on why Alternative 2 is inferior to the Project, and reiterates the EIR's statements on why Alternative 2, the Ocean Avenue Transition Tier 2 Development Alternative, would not meet DCP or Project objectives. The commenter also points out that Table 5-5 of the EIR indicates that Alternative 2 would still result in significant adverse impacts in all the same environmental issue areas as the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-39

The comment provides an opinion on why Alternative 3 is inferior to the Project, and reiterates the EIR's statements on why Alternative 3, the Hotel Only on Hotel Parcel (No Condominiums) Alternative, would not meet DCP or Project objectives. The commenter also points out that Table 5-5 of the EIR indicates that Alternative 3 would still result in significant adverse impacts in all the

same environmental issue areas as the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-40

The comment provides an opinion on why Alternative 4 is inferior to the Project, and reiterates the EIR's statements on why Alternative 4, the Reduced Height and Density Alternative, would not meet DCP or Project objectives. The commenter also points out that Table 5-5 of the EIR indicates that Alternative 4 would still result in significant adverse impacts in all the same environmental issue areas as the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-41

The comment provides an opinion on why Alternative 5 is inferior to the Project, and reiterates the EIR's statements on why Alternative 5, the Alternate Massing Alternative, would not meet DCP or Project objectives. The commenter also points out that Table 5-5 of the EIR indicates that Alternative 5 would still result in significant adverse impacts in all the same environmental issue areas as the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Response to Comment O4-42

The comment provides an opinion on why Alternative 6 is inferior to the Project's circulation plan, and reiterates the EIR's statements on why Alternative 6, the Modified Access Alternative, would not meet DCP or Project objectives. The commenter also points out that Table 5-5 of the EIR indicates that Alternative 6 would still result in significant adverse impacts in all the same environmental issue areas as the Project. The comment does not raise any issues with regard to the adequacy of the EIR. The comment is noted for the record and will be forwarded to decision makers for review and consideration.

Comment Letter O5

From: Jeff Klocke
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Gleam Davis; Terry O'Day; Ana Maria Jara; Greg Morena; Sue Himmelrich; David Martin; Roxanne Tanemori; tedwinterer@gmail.com; Lane Dilg
Subject: Miramar DEIR Comment Letter
Date: Saturday, May 23, 2020 9:24:04 AM

EXTERNAL

Dear Ms. Kwok,

As the General Manager of Pacific Park, I am seeing up-close, the economic devastation that is facing our beach city and the long road to recovery for all of our businesses. Despite this current economic crisis, I still have a very positive long-view outlook for Santa Monica and I am glad that others in the community, like the Miramar support that vision and are still betting big on our great City.

The new Miramar is a visionary project that promotes the key values of our community (sustainability, affordable housing, walkability and great design), and will do more than just help lodging and hospitality. It will create a new economic engine at a key gateway to our City, generating millions in new tax revenues for Santa Monica and meaningful job creation. Like the Pier and Park, the new Miramar will draw visitors from all over the world – who will spend millions of dollars a year at our restaurants, theme parks, retail and more. A successful and thriving hotel sector in our community has a direct line positive influence on my Park revenues and ultimately increase the amount of percentage rent we pay to the City of Santa Monica under our lease terms.

If there ever was a time for our City leaders to be bold and pursue real economic recovery, that time is now. Move the Miramar forward for City Council consideration and approval and let's lead the way for a new future for Santa Monica.

Thanks for your time and consideration of my insights.

O5-1

Jeff Klocke
Vice President/General Manager
Pacific Park

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Comment Letter O5

Pacific Park

Response to Comment O5-1

The comment does not address the adequacy of the EIR. The comment provides general support for the Project citing its sustainability, affordable housing, walkability, architectural design, and economic benefits. The comment is noted for the record will be provided to the decision makers for review and consideration.

From: The Linettwork
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Ted Winterer; Sue Himmelrich; Ana Maria Jara; Greg Morena; Terry O'Day; Gleam Davis; vazquezforboe@tonyvazquez.org; Roxanne Tanemori; David Martin; Leslie Lambert; Richard McKinnon; Elisa Paster; Shawn Landres; Mario Fonda-Bonardi; Jim Ries; Nina Fresco
Subject: Miramar Scoping Commentary
Date: Friday, May 22, 2020 2:05:40 PM

EXTERNAL

Miramar Committee
Santa Monica Bay Towers Homeowner's Association
c/o Stephen D. Linett: Attorney at Law
linettwork@gmail.com

May 21, 2020

Ms. Rachel Kwok
Rachel.kwok@smgov.net
Environmental Planner

VIA E-mail: Rachel.kwow@smgov.net

Re: Scoping Commentary for Miramar Development Project

INTRODUCTION:

Before getting into the merits of this scoping document, one over-arching question needs to be answered: Why would the Planning Committee continue to trot out almost the same plan (and in some aspects worse) than the two that have already been rejected by the City Council twice in the last seven years? Can the city planners afford to keep spending their time and money trying to push through the almost identical plan that was rejected two years ago, without demanding the major changes that our community has repeatedly asked for, especially in the midst of this unprecedented health and economic crisis?

As most everyone in Santa Monica knows, the owner of the Miramar Hotel, multi-billionaire, Michael Dell, wants to demolish the current main building of the hotel in order to construct a 500,000 square foot project, which DOUBLES the development of the current property, which is now only 250,000 square feet! The proposed new development includes the building of 60 luxury condos, 30 to 48 units of affordable housing, as well as a myriad of new retail spaces, including stores, restaurants, spas, etc. O6-1

It is important to note that this 500,000 square foot monster project is roughly the size of Santa Monica Place, which occupies 10 acres of land. Incredibly, this same sized new project will sit on only 4.5 acres! The amount of density and massing on this much smaller site, right across the street from our residential neighborhood, boggles the mind!

With regard to density, besides all the other problems associated with it, during the time of this horrible pandemic, we have seen that the denser areas (like New York City) have been

ravaged the worst. So, is this really the time, between all the extra residents, workers, and new buildings being squeezed into one square block, that we should actually be approximately doubling the density of this area, not only with regard to this Covid-19 virus, but also future pandemics?

So, preliminarily, one overriding question must be asked: Has such a large commercial project ("Project") ever been built in Santa Monica which directly adjoins such a heavily populated residential area?

O6-1 (con.)

The following are our comments:

1 <u>ALTERNATIVES (General)</u>:

Under CEQA 15126.6, the City must look at a range of "reasonable alternatives" that would "substantially lessen any of the significant effects of the project." We propose three alternatives here:

1. a project without the condos;
2. a project that changes the location of the driveways and the hotel entrance;
3. a project where the greatest mass of the buildings is moved to Wilshire Boulevard and Ocean Avenue, away from, and rather than, California Avenue and Second Street.

O6-2

2 <u>ALTERNATIVE I – No Condos:</u>

Since all the new residents and autos from the condos are at the heart of the problem, we need to study how the project would work WITHOUT any condos. We are not against the renovation of the Miramar hotel. Our position is that most of the problems from this Project, whether it be traffic, parking, air quality, noise, etc., are caused by the condos with very little, if any, real benefits to the city.

3 <u>ALTERNATIVE II: Changing Driveway Locations</u>

There are two proposed garage exits and entrances in the current plan – one on 2nd Street and one on California Avenue. In addition, the new hotel motor court entrance and the loading dock are also on 2nd Street. This is a bad idea for several reasons.

Both California Ave and 2nd Street are narrow two-lane roads, limited by wide bike paths. The additional incoming and outgoing traffic from the driveways will clog up these streets a lot sooner and easier than if the driveways were located on Ocean Avenue and Wilshire Blvd., which are four-lane thoroughfares. Perhaps more importantly, California Ave., and to a lesser extent, 2nd Street, are residential streets, and the additional traffic from the 428 car garage to the driveways poses a lot more risk to our children and the elderly who walk these streets every day. In addition, the problem is further exacerbated by the fact that the California Incline, which is on the

O6-3

corner of Ocean and California, feeds and receives a lot of traffic between the PCH and California Avenue.

In fact, California Avenue could not be a worse choice for locating a driveway. In addition to the above facts, California is a divided road and also has bike lanes on both sides, which makes it one of the narrowest two-lane streets in the City. Perhaps this is why, historically, no one has ever suggested putting a driveway on California between Ocean Avenue and 2nd Street.

In light of all these facts, an independent study should be conducted by the City (with reimbursement by the Developer), and the Developer should be made to show why the current plan with a loading dock and a new motor court on 2nd Street, together with driveways and garage entrances and exits both on 2nd Street and California Avenue, is better for the Santa Monica community than having them on Ocean and Wilshire. I've been asking this question for seven years, and have yet to receive an answer from the Developer.

O6-3 (con.)

4 <u>ALTERNATIVE III</u>:

In addition to the two alternatives detailed above, we would propose that the Developer move the massive buildings, namely the Ocean building and the California building, to Wilshire Boulevard,

The Developer wants to put a new eight-story rectangular building right on California Avenue, which is a residential street. It makes a lot more sense to put it on Wilshire Boulevard, which is a commercial boulevard.

Similarly, along with moving the largest mass of buildings to Wilshire Boulevard, the City should study moving the open lawn space from its proposed location on the corner of Wilshire and Ocean, to the corner of California and Ocean, which is a residential area, better fitted to the open lawn area than the more commercial Wilshire and Ocean corner, and would serve as a spectacular gateway to the thousands of people entering Santa Monica from the California Incline.

Wouldn't the wide expanse of lawn and greenery that we propose be a better entrance point to our city than a big, rectangular box staring drivers in their faces as they come up the Incline?

A study should be done to analyze an alternative where the new California building is moved to Wilshire Boulevard.

O6-4

5 <u>TRAFFIC CIRCULATION</u>:

With 60 new condominiums, about 40 new affordable housing apartments, and 150 new workers, as well as hundreds of new customers for the gigantic new retail space, and service personnel, the Miramar Project will bring in approximately 500-600

O6-5

additional cars into our neighborhood, with most of the burden being on the two-lane roads, California Avenue, as well as 2nd Street.

In sum, we need an independent, detailed traffic study (conducted by the City and reimbursed by the Developer*) examining the effect on traffic of these 500-600 autos, specifically on California Avenue and 2nd Street, as well as nearby streets in the neighborhood. (In the past, the Developer has hired and paid for the traffic analysis, which ended up with a conclusion that literally was impossible to believe, since it concluded that adding 500 to 600 cars to our one square block area would not change the amount of traffic ONE IOTA!...Until you realize that the Developer was paying the analysts).

This is obviously an untenable situation. The numbers simply will not work.

O6-5 (con.)

6 <u>PARKING</u>:

The Developer's proposed parking plan will make neighborhood parking even WORSE (if that's possible), not better.

The Miramar's Project Proposal actually significantly DECREASES the number of parking spaces available for hotel guests, spa and retail customers, as well as employees of the Miramar. Here is how the calculation breaks down:

> a) The Developer is going to add hundreds of new parking spaces to accommodate a total of 428 cars. The California garage is dedicated to 387 employees of the hotel.
>
> b) However, the condos and affordable housing alone will need approximately 200 spaces of resident (and guest) related parking.
>
> c) By adding the spaces necessary for both the condo and affordable housing residents (about 200) to the 387 Miramar employees, we come to a total of about 587 spaces, which is already 159 more necessary spaces than there are spaces available (428) in the new garage. And then, when you add in all the restaurant, retail, and spa customers and workers (approximately 200 people) that are going to be occupying the site, that leaves approximately 360 more cars than there are spaces to accommodate them. How is that going to work?

The result will be that those people who want to find hotel parking will have to park on surrounding streets. What is a large problem now, will become a insurmountable problem when all these people will have to compete with the local residents for already limited street parking in the neighborhood.

A detailed analysis needs to be done as to how the new parking plan will affect the already severe parking problems in the area.

O6-6

7 <u>CONSTRUCTION EFFECTS</u>:

The proposed Project will virtually raze the current site, except for the landmarked Moreton Bay fig tree and the Palisades building. Given the magnitude of the operations from demolition and excavation through construction to completion, what measures will be taken to protect the environment and the daily life of residents, as well as essential traffic and pedestrian rights of way, if they can even be protected at all?

The site abuts a densely populated and well-traveled residential area. We at 101 California, for example, have about 175 residents in our building, with a large number of children and elderly people who will need to pursue their daily activities as normally as possible. In addition, there are hundreds of other residents in the large building at 123 California, as well as about 400-600 guests and workers at the Huntley Hotel. All three of these buildings sit only about 50 yards across the street from the construction site.* O6-7

What measures will be taken to minimize the noise of construction and its negative impact on air quality from dust and debris? How will the demolition be accomplished? How will the innumerable truck trips needed to remove debris, and later to deliver concrete and other construction materials be scheduled? Will the proximity of the California Incline, with its constant traffic flow on to California Avenue, especially during peak periods, be factored into the scheduling?

*(*By at least moving the two largest buildings towards Wilshire, it will at least mitigate, to a small degree, the danger to our residents that will be detailed below.)*

8 <u>AIR QUALITY</u>:

In addition to the airborne pollutants specified above, there will be the introduction of substantial added amounts of greenhouse gases (GHGs) during the various phases of the project's development, demolition, excavation, construction, and operations; not to mention all the GHGs that will be spewed into the air as a result of the cars idling in massive traffic jams along California Avenue and 2nd Street. These GHGS include, but are not limited to, methane, water vapor, gasoline vapors, CO and CO2 and emissions from the burning of fossil fuels.

Emissions occur not only at the site, but on the roadways to dump sites, etc. How will these be measured, and what procedures will be instituted to mitigate their impacts on the local environment? O6-8

Santa Monica has been an award-winning sustainable city. How can we be assured that the new construction is state-of-the-art, insofar as green and environmental issues are concerned?

What assurances will be given that the new construction, which the Developer claims

will result in a world-class resort destination, will result in a LEED Gold or Platinum rating, not merely the basic silver? If this project is allowed to proceed, any environmental awards will be a thing of the past.

In an era when the future of our entire planet is threatened by global warming, this would be unconscionable.

The City must bring in qualified experts to ascertain the presence and volume of hazardous materials and GHG, BEFORE the project is approved, so they can be abated or removed before any demolition or excavation is permitted. If this analysis shows that such materials are above allowable levels, then the Project must be stopped immediately.

O6-8 (con.)

9 <u>HAZARDOUS MATERIALS</u>:

Some of the structures on the Miramar property are almost 90 years old. The Ocean building and structures added later were not built under current code and green requirements. Asbestos, lead pipes, and lead paint, for example were in general use. Later attempts at remodeling and renovation certainly did not change the basic substructures. There is no doubt that demolition and excavation will release hazardous and toxic materials into the air and directly threaten the health of those of us who live across the street.

The magnitude of this operation is immense. It will take most likely three years. That means for those of us across the street, we are facing about 800 straight work days of all the life-damaging events described above; not to mention the noise and pollution discussed below.

The City (NOT the Developer) must bring in qualified experts to ascertain the presence and volume of hazardous and other toxic materials BEFORE the Project is approved, so they can be abated or removed before any demolition or excavation is permitted. If this analysis shows that such materials are above allowable levels, and cannot be removed, then the Project must be stopped immediately.

O6-9

10 <u>NOISE</u>:

Because the site is in a transitional area, adjacent to a densely populated residential area, noise mitigation is essential, especially during the construction period. The City should study what the anticipated decibel levels will be, and will such levels be acceptable.

What plans are being considered by the Developer for noise mitigation?

Will controls on equipment and limitation of certain activities to specified times of day be mandated? Will noise-making activities be prohibited weekends, very early in the mornings, and late into the evening? What procedures or personnel will be available

O6-10

to handle residents' complaints?

For all of the above categories (noise, air quality, hazardous materials, construction effects), the City should hire on-site monitors working for the City (NOT the Developer) and measuring devices to check on a daily basis whether acceptable standards have been violated. If so, the Project should be shut down. O6-10 (con.)

11 GEOLOGY:

There should be a geological study to determine what effect the demolition of a ten-story building, as well as the excavation and construction of a multi-level subterranean parking garage will have on the Moreton Bay fig tree, which is directly adjacent to the building and the proposed garage.

In addition, another reason for this study is that the hotel site is located on land which has the VERY HIGHEST liquefaction susceptibility according to measurements which have been taken by the U.S. geological service. Moreover, following the Northridge earthquake in 1994, a new fault line was discovered less than a mile from the site.

This makes the new buildings extremely dangerous in the event of an earthquake. So is it wise to be putting up a new 130 foot building on such shaky land, with the possibility of such building toppling and falling on people, not mention adjacent landmarks on the site. The study should find out, among other things, what, if any, massive structures have been built in this earthquake zone since the liquefaction and fault line information was first uncovered. O6-11

Finally, the geological study should also include what effect the demolition of the building and its effects by implosion, concussion, or any other method, will have on the foundations of the buildings in the surrounding neighborhood, as well as on the bluffs on our beloved Palisades Park, which are already disintegrating before our very eyes.

12 AESTHETICS:

A. Light and Air

The City should conduct a light and shadow study, from many different locations and angles, to determine what the impact would be of these massive new buildings in the neighborhood. O6-12

B. Scenic Vistas

While, in Santa Monica, private views are not legally protected, their creation and destruction are a potential environmental effect of the Project, and a valid factor in analyzing the environmental impact on the scenic vistas and views O6-13

currently enjoyed by our neighborhood.

This Project will eliminate incredible scenic vistas of the Pacific Ocean for thousands of people in the neighborhood. Specifically, almost all of the people living on the first eight floors of the 101 California and 123 California buildings will be totally deprived of the panoramic ocean views they've enjoyed for over 60 years. In addition, even people on some of the higher floors in our area, who now enjoy the scenic vista of our beaches extending down the California coastline almost to the airport, will now be totally cut off from such views by the monster central tower, and the rectangular building on California Avenue.

Therefore, the City should conduct a comprehensive study of the various views that will be affected in the neighborhood. The study should include an examination of the views from the vantage points of various multiple dwelling buildings surrounding the area, especially across the street; as well as offices, restaurants, and pedestrian walkways. Plus an additional analysis should be done on obstructing the views that will take place for pedestrians who are walking around the area.

O6-13 (con.)

C. Verdant Gardens

California Ave., between Ocean Ave. and 2nd Street, is currently part of a beautiful and lovely residential neighborhood. The area of verdant arboreal gardens and bungalows on the Project site along California Avenue currently are a major visual environmental contributor to the relaxed and positive vibe of this neighborhood. They exert this influence upon the public right-of-way on California Ave., from which they are visible, as well as to the numerous households in the residential structures on the opposite side of the street whose windows look upon them. The Developer will replace this area along California Ave. with a huge eight story building, which would eliminate all visual presence of such gardens to the public right-of-way and residences in the neighborhood.

O6-14

13 PUBLIC SERVICES:

Under the proposed plan by the Developer, he wants to squeeze a new garage entrance/exit and a new motor court entrance right next to the existing loading dock on Second Street. With the Huntley Hotel's entrance exactly right across the street, as well as all the trucks that will be using the loading dock, there is a substantial possibility that emergency vehicles (police, fire, or ambulances) will not be able to get through in the event of emergencies, thus, literally putting people's lives at risk.

In addition, with the extra five to six hundred additional people that will be crowding the site, will the City be able to maintain acceptable service levels of police and fire protection?

A study must be done to evaluate the impact of all these factors on the City's public

O6-15

service personnel. O6-15 (con.)

14 UTILITIES:

a. Electricity
The existing electrical distribution system in Santa Monica was built by Southern California Edison in the mid-1900's, at the time Santa Monica was a small beach town. So Edison built the distribution lines at the 6KV voltage level, based on the projected power loads at the time. Typically nowadays, distribution lines are built at the 12KV or 16KV voltage levels, especially in densely populated areas like Santa Monica today.

Many people in our building and the surrounding Santa Monica neighborhood over the last few years have experienced a couple of times a month, more and more power interruptions, which can last anywhere from a few seconds to a few hours. Even relatively short interruptions can throw off computers, wireless networks, DVRs, and other sensitive electronic equipment. We have been told by people at Southern California Edison that as more and more people move into our area of the 90403 zip code, it will further burden our electrical system and possibly lead to even more interruptions. O6-16

In recent years, the load density in Santa Monica zipcodes has been among the ten highest in Southern California. Zipcode 90403 has had the highest power customer density in Southern California. Zipcode 90401 has had the second highest load density in Southern California. The proposed high density housing and high-rises in the City will only make this situation much worse.

So in light of these facts, is it wise to bring in another 500 to 600 people into our neighborhood, and doubling the mass of the buildings and their attendant electrical needs, at this time?

At the very least, the city should hire engineers and consult with Southern California Edison to analyze the effects of this Project on our electrical system.

If population density in Santa Monica continues, these power outages will become more frequent and perhaps longer in duration. This would adversely affect the economic activity in the City and the quality of life of its residents.

b. Hydrology

With 500 to 600 people added to the site, there will be an increased burden on utilities that the city provides for the site and the neighborhood. A study must be made to see if the large buildup of the property requires the building or expansion of the following: O6-17

a. waste water treatment facilities;
b. storm water draining facilities;

c. solid waste facilities;

Plus, it has to be determined whether there is sufficient water supply available to serve this new Project. As a matter of fact, just recently, on May 11th, the LA Times reported that Southern California is entering into a long-term drought, and will lose to 20 to 35 percent of its water supply. Is this any time to be building such a gargantuan project, along with other large buildings in our city, that will put even more pressure on our dwindling water supply?

Finally, does the increase in run-off water exceed the capacity of existing storm water drainage systems? O6-17 (con.)

15 <u>CULTURAL AND HISTORICAL RESOURCES</u>:

Section 15064.5 of CEQA says that new developments must not cause a substantial adverse change in the significance of historical resources.

The significance of the Palisades building, which was recently given landmark status, will be adversely affected by two additions to the site. The new eight-story rectangular building is to be built next to the Palisades building. This will block any view of this landmark for thousands of drivers coming up the California Incline who turn on to Ocean Avenue; again, substantially lessening the significance and the integrity of the Palisades building. O6-18

A study must be done by the City to see to what extent these new buildings will hurt the significance of the Palisades building.

16 <u>ENFORCEMENT</u>:

Since Santa Monica has had a dismal record marked by repeated failure to review or enforce the negotiated terms of its development agreements, the EIR should include an enforcement discussion. That section should include an analysis of how the Developer will guarantee full compliance with promises it intends to make in the development agreement, in relation to all the topics discussed above; and timelines by which they must be in place. This analysis should include what enforcement options, including heavy financial penalties, would be available to the City and its residents to enforce compliance, including the financial ability of the actual owner(s) of the site to comply. As an example, perhaps, the Developer should be forced to put up multi-million dollar bonds if he violates any terms of the EIR. Finally, the City should ensure that any future owners of the site be legally held to the same requirements. O6-19

17 <u>CUMULATIVE EFFECT</u>: O6-20

Lastly, a study must be done to take into account the cumulative effect on the City for

traffic, parking, et al., in light of all the other proposed development projects in Santa Monica's pipeline, and especially the four other huge projects now being developed within several blocks of this site.

So, for all of the studies requested above, there should be a parallel study of the cumulative effect on the entire downtown neighborhood. For example, while doing a traffic study which focuses on the streets where the Miramar is located, a separate traffic study should be done for the entire downtown area, taking into account all its new development projects, including the Miramar.

O6-20 (con.)

18 CONCLUSION:

In conclusion, for all the reasons listed above, the building of this latest Miramar project, as presently designed, would be an unmitigated environmental disaster, specifically for the downtown area, and in general, for the City of Santa Monica.

We respectfully request that the City do a comprehensive study for each of the categories described herein; and, in particular, that the Alternatives, to use Councilwoman Davis' words a few years ago, are given a "more detailed vetting than we might otherwise do."

We would hope, and expect that we will receive answers to all the points raised herein. We believe the people of Santa Monica deserve nothing less.

O6-21

Very truly yours,

MIRAMAR COMMITTEE FOR 101 CALIFORNIA AVENUE

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Comment Letter O6

Santa Monica Bay Towers

Response to Comment O6-1

This comment is introductory in nature and suggests the plan is the same as previous plans submitted to the City. As discussed in EIR Chapter 1, Introduction, the Applicant submitted an initial Application for a Development Agreement to the City Planning Department on April 27, 2011. The Project as then proposed went through the City's Float-Up process, which included two Planning Commission Hearings on February 8 and February 22, 2012, as well as a City Council Hearing on April 24, 2012. In addition, the Applicant and City held several public meetings to gain community feedback on the Project. Based on the input provided during the Float-Up and community outreach processes, the Applicant modified the Project design and submitted a revised Application for a Development Agreement on May 1, 2013. The City began the environmental review process and circulated a Notice of Preparation (NOP) to State, Regional, and local agencies, and members of the public for a 30-day period commencing May 1, 2013 and ending June 3, 2013. The City also conducted a scoping meeting on May 16, 2013. However, after initiation of the environmental review process, the City began the process to prepare the Downtown Community Plan (DCP). The Project was put on hold at the end of 2013 pending completion of the DCP, which was adopted by the City Council in August 2017. The Project was redesigned to comply with the adopted DCP, with a maximum height of 130 feet and a 3.0 floor area ratio (FAR).

In addition, the comment expresses concern regarding the size of the Project based on the floor area ratio (FAR), or the amount of square footage relative to the lot area, and compares the FAR with that of other development in the City, specifically Santa Monica Place. As indicated in EIR Section 4.12, Land Use and Planning, the Hotel Parcel is designated Ocean Transition (OT) with an Established Large Site (ELS) Overlay designation. The designation allows a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Project would have a range of building heights from 76 feet to a maximum of 130 feet and a 2.6 FAR; therefore, the Project would be consistent with the DCP. With regard to Santa Monica Place, it should be noted that Santa Monica Place was originally constructed in 1976 and opened in 1980. The shopping mall has 548,322 sf of gross leasable area and a FAR of 2.5 FAR (slightly less than the Project). The calculation of FAR excludes the public parking structures, which are on separate parcels.

The comment also expresses concern regarding the density in light of COVID-19 as well as proximity to heavily populated residential areas. While the City acknowledges that scientific data regarding COVID-19 is continually evolving, there is no conclusive evidence at this time that higher density areas are linked to higher COVID-19 infection rates. However, the comment is noted and will be reviewed for review and consideration.

Detailed responses are provided below to each of the comments provided in the letter.

Response to Comment O6-2

The comment cites CEQA Guidelines Section 15126.6, which requires that an EIR evaluate a reasonable range of alternatives that would substantially lessen any of the significant effects of the

project, as is discussed in EIR Chapter 5, Alternatives. The comment suggests three alternatives, each of which is discussed below and in Response to Comment O6-3 and O6-4, below.

EIR Chapter 5, Alternatives, provides an evaluation of six alternatives, including the No Project/No Build Alternative as required under CEQA. Five of the six alternatives are build alternatives. The alternatives suggested in the comment were evaluated in the Draft EIR as Alternative 3, Hotel Only on Hotel Parcel (No Condominiums) Alternative; Alternative 5, Alternate Massing Alternative; and Alternative 6, Modified Access Alternative. Each of these are discussed below.

The comment suggests that a No Condos alternative should be evaluated. Alternative 3, Hotel Only on Hotel Parcel (No Condominiums) Alternative, evaluates an alternative with no condominium development on the Hotel Parcel as suggested in the comment. Table 5-5 provides a comparison of the environmental impacts of the Project with each of the alternatives. While Alternative 3 would reduce impacts compared with the Project as a result of the reduction of overall development that would occur, this alternative would not totally avoid any of the significant and unavoidable impacts that would occur under the Project. Alternative 3 would reduce construction related impacts as a result of the reduction in square footage. Generally, operational impacts generally would be reduced as there would be less people as a result of the reduction in residential units. Alternative 3 would reduce traffic impacts generally throughout the adjacent roadway network and would avoid impacts at Ocean Avenue & California Avenue [Intersection 3] and weekend peak hour significant impacts at Lincoln Boulevard & California [Intersection 42]). However, significant unavoidable impacts would still remain at other locations and along street segments in the Project vicinity. However, Alternative 3 would not meet the objectives to the same extent as the Project and was not determined to be the Environmentally Superior Alternative.

Response to Comment O6-3

The comment raises concern with the proposed vehicular access to the Hotel Parcel and suggests an alternative with vehicular access on Wilshire Boulevard and Ocean Avenue. First, for clarification, as indicated in EIR Chapter 2, Project Description, the Project would include three vehicular access points to/from the Hotel Parcel: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary access driveway on California Avenue, located approximately 100 feet east of Ocean Avenue, to serve employees only and provide direct access to the underground parking while appropriately disbursing trips around the Hotel Parcel, and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests) to provide direct access to the underground parking structure (also see EIR Figures 2-7 and 2-8). The three driveways would disperse rather than consolidate trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts (typically two shifts per day). Based on draft plans provided by the Applicant, the number of parking spaces proposed for access from California Avenue is 103 employee spaces.

A Transportation Impact Analysis (TIA) was prepared for the Project by Fehr & Peers (Fehr & Peers 2020) and is summarized in EIR Section 4.17, Transportation, and is included as Appendix L of the EIR. The TIA is an independent study prepared by Fehr & Peers under the City's direction.

The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

An alternative to modify vehicular access was suggested during the scoping process for the Project. As indicated above and in EIR Chapter 5, Alternative 6, Modified Access Alternative, considered modifications to the access for the Hotel Parcel. Development under Alternative 6 would remain the same as under the Project with hotel and employee vehicular access on 2nd Street and residential vehicular access on Ocean Avenue. Under Alternative 6 there would be no vehicular access on California Avenue. The driveway access along Wilshire Boulevard would be closed. A hotel entry court would be provided on 2nd Street (Second Street Entry Court), but would be located to the south of the location under the Project in order to accommodate the vehicular access point for use by employees. Under Alternative 6 the loading dock would remain on 2nd Street.

Based on the quantitative analysis and as indicated in EIR subsection 5.6.6.2, Environmental Impacts, based on a quantitative analysis, with all employee trips accessing the Project Site on 2nd Street, the severity of the impacts at 2nd Street & Wilshire Boulevard (Intersection 14) would increase under both Approval (2020) and Future Year (2025). As with the Project, MM TR-1 would reduce impacts at 2nd Street & Wilshire Boulevard (Intersection 14) to less than significant levels. Therefore, after mitigation, Alternative 6 and the Project would have significant impacts at three intersections and the impacts of Alternative 6 would be similar to those of the Project. However, Alternative 6, with relocation of employee access from California Avenue to 2nd Street, would avoid the significant impact along California Avenue between Ocean Avenue and 2nd Street (Segment 8). While still remaining significant, impacts at the four street segments evaluated along California Avenue, east of 2nd Street (Segments 9, 10 and 11), would also experience reductions in traffic impacts. Relocated access trips would occur along other street segments, with the most notable increase being along 2nd Street between Wilshire Boulevard and California Avenue.[2] With the avoidance of a significant impact along one street segment, the impact of Alternative 6 would be less than the Project although the reduction in impacts would be achieved through rerouting of traffic in the Project vicinity rather than a reduction in trip generation.

Response to Comment O6-4

The comment suggests that an alternative be studied where the massing is shifted to the Wilshire Boulevard frontage, which was an alternative suggested during the scoping process for the Project. Consistent with this suggestion, EIR Chapter 5, Alternatives, provides an evaluation of Alternative 5, Alternate Massing Alternative in which the redevelopment of the Hotel Parcel would have the same program as under the Project but the massing would be shifted towards the Wilshire

[2] For more detailed information, refer to Chapter 7 of the Traffic Study, which is provided in Appendix L of this EIR.

Boulevard frontage. No new building would be constructed along California Avenue. The open space under Alternative 5 would be reduced from 52% under the Project to approximately 48% of the Site. As with the Project, Alternative 5 would provide publicly accessible open space surrounding the Moreton Bay Fig Tree. However, the shift in massing would result in the provision of approximately 5,000 sf of publicly accessible open space compared with approximately 14,000 sf under the Project.

As shown in Table 5-5, Comparison of Impacts of the Project and Alternatives, Alternative 5 would result in less impacts compared with the Project with regard to shade/shadow, indirect impacts to historic resources, and intersection/street segment impacts but would not eliminate any of the significant and unavoidable impacts that would occur under the Project. In addition, Alternative 5 would result in greater impacts regarding aesthetics since with the local scenic vistas of the Moreton Bay Fig Tree would be reduced due to the massing located along Wilshire Boulevard and impacts on scenic vistas would be greater under Alternative 5 compared with the Project. Since the public enjoyment of this scenic resource would be reduced, Alternative 5 would have a greater impact relative to scenic resources than under the Project though such impacts would still be less than significant. In addition, Alternative 5 would provide reduced publicly accessible open space (approximately 9,000 sf less than under the Project) compared with the Project and therefore, would not implement policies to increase public open space and to provide art to the same degree (Goals LU17, Policy LU17.1). As indicated in EIR subsection 5.6.5.3, Alternative 5 would meet most of the Project objectives, although it would not meet the Project's objectives related to open space and building design to the same extent as the Project. In addition, as discussed in subsection 5.7, Alternative 5 would not be environmentally superior to the Project since it would not eliminate the significant and unavoidable impacts that would occur under the Project and would result in greater impacts with regard to aesthetics and land use and planning.

Response to Comment O6-5

The Transportation Impact Assessment (TIA) for the Project (Appendix L of the EIR) was independently prepared by Fehr & Peers, a transportation consultant that was contracted by the City (and not the developer). The cost of the study was reimbursed by the Applicant, as suggested in this comment. The TIA was prepared under the City's direction and reflects the City's independent judgement. Per City policies, the results of the TIA were not available to the developer or the public until publication of the Draft EIR. Furthermore, it should be noted that the developer's own traffic analysis was provided to the City as a comment letter to the Draft EIR (see Comment Letter O4 – LLG attachment).

EIR **Table 4.17-7**, *Project Trip Generation Rates and Estimates,* provides a detailed breakdown of the trip generation that would occur with the Project, the existing trips associated with the square footage and uses that would be removed, and the net trip generation. As shown in Table 4.17-7, the Project would generate a net increase of approximately 85 weekday AM peak hour trips (18 inbound and 67 outbound), 81 weekday PM peak hour trips (50 inbound and 31 outbound), and 96 weekend midday peak hour trips (53 inbound and 43 outbound). As indicated in the EIR, significant and unavoidable traffic impacts would occur at the following three study intersections under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

1. Palisades Beach Road (PCH) & California Incline
3. Ocean Avenue & California Avenue
42. Lincoln Boulevard & California Avenue

The Project impact at Intersections No. 1, 3, and 42 would be significant and unavoidable since the possible mitigation measures were found to be infeasible. In addition, significant and unavoidable street segment impacts would occur at the following five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios:

- Segment 2 – 2nd Street between Wilshire Boulevard and California Avenue
- Segment 8 – California Avenue between Ocean Avenue and 2nd Street
- Segment 9 – California Avenue between 2nd Street and 3rd Street
- Segment 10 – California Avenue between 3rd Street and 4th Street
- Segment 11 – California Avenue between 4th Street and 5th Street

No feasible mitigation measures (e.g., road widening, additional turn/travel lanes, etc.) were identified to address the five street segment significant impacts. While various traffic calming strategies were considered, these traffic calming measures can reduce and slow traffic along a street but they do not eliminate traffic.

Response to Comment O6-6

As noted on EIR page 2-8, the existing hotel provides no on-site parking for employees, meaning that employee trips currently utilize the surrounding neighborhood on-street parking. Almost all hotel employees generally park at metered parking along Ocean Avenue, California Avenue and 2nd Street, at unmetered parking along the east side of Ocean Avenue, and potentially at unmetered parking in the surrounding neighborhood. Although the DCP does not require the Project to provide parking, the Project proposes a subterranean parking structure that would include a total of 428 striped parking spaces to accommodate the Hotel Parcel's parking demand, including parking for hotel, retail, restaurant, spa, lounge/bar, and employee parking along with residential parking. This is an increase of 325 spaces over existing on-site parking availability (or 261 spaces including the Second Street Parcel). In addition, 49 aisle spaces that could be used by the hotel valet operation would be available as needed. In addition, 60 (hotel valet access only) parking spaces are available after 7:00 P.M. weekdays and all day on weekends at the 120 Wilshire Boulevard garage (across Wilshire Boulevard from the Hotel Parcel) pursuant to a covenant that "runs with the land" through 2053. Based on draft plans provided by the Applicant, the number of parking spaces proposed for access from California Avenue is 103 employee spaces. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. Residential spaces would be accessed primarily from the Ocean Avenue driveway. In terms of the number of parking space, the precise number of vehicle parking spaces would be determined as part of the Development Agreement.

While changes in parking conditions resulting from the Project may be of interest to the public and the decision makers and constitute an important urban planning issue, parking loss or deficit in and

of itself does not result in direct changes to the physical environment.[3] However, as required under CEQA, this EIR considers any secondary physical impacts associated with expanded or constrained parking supply as part of the travel demand model analysis, which accounts for changes in vehicular trip generation and movements associated with the proposed Project. Potential traffic impacts are addressed in Section 4.17 of this EIR based upon a detailed traffic study for the Project. While this EIR assesses the indirect or secondary environmental effects of parking, such as air quality or noise impacts, the direct effects of a parking deficit or loss have been determined not to be a significant impact under CEQA.

Furthermore, as discussed in EIR Section 6.7, Parking, Public Resources Code (PRC) Section 21099(d)(1) (as amended by Senate Bill (SB) 743) states that a project's parking impacts shall not be considered significant impacts on the environment if:

1. The project is a residential, mixed-use residential or employment center project, and
2. The project is located on an infill site within a transit priority area, which includes areas within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The Project meets the criteria set forth in PRC Section 21099(d)(1) because it: (1) is a mixed-use development on a two infill properties within an established urban area where all the Project boundaries either abut existing urban development or are separated by urban development only by an improved public right-of-way; and (2) the Project Site is within one-half mile of a major transit stop, including those stops provided by Santa Monica Big Blue Bus Route 2 and Los Angeles County MetroRapid Route 720, both of which travel the length of Wilshire Boulevard between the City of Santa Monica and downtown Los Angeles as well as the Metro E Light Rail line Downtown Santa Monica station, which is located at the intersection of Colorado Avenue and 4th Street. As an urban infill site within a transit priority area, the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is therefore generally exempt from analyzing parking impacts pursuant to CEQA.

Response to Comment O6-7

Section 4.4, Construction Effects, of the EIR summarizes potential impacts associated with aesthetics, air quality, noise and vibration, and transportation during Project construction. (These issues are analyzed fully in EIR Sections 4.1, *Aesthetics*; 4.2, *Air Quality*; 4.14, *Noise and Vibration*; and 4.17, *Transportation*.) The analyses evaluate the effects of Project construction on sensitive, primarily residential, land uses in the Project vicinity. Although construction activities

[3] *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, upheld that parking loss or deficit in and of itself does not result in direct changes to the physical environment. In 2010, the Governor's Office of Planning and Research (OPR) amended Appendix G of the CEQA Guidelines to remove the significance criterion about inadequate parking capacity. This approach to parking under CEQA is strengthened by the provisions of SB 743 (2013), which states "aesthetics and parking impacts of a residential, mixed use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

are temporary and common in urban environments, nearby sensitive uses around a construction site may be adversely affected by construction-related impacts.

Based on the detailed analyses in the EIR, Project construction activities would not substantially degrade the existing visual character or quality of the surroundings. In addition, Project construction activities would result in less than significant air quality and transportation impacts with implementation of the Project Design Features (PDFs). PDF CE-1 requires the implementation of a Construction Impact Mitigation Plan (CIMP) that would be reviewed and approved by the City and would comply with City Chapter 8.98. PDF AQ-1 contains components requiring compliance with provisions of the South Coast Air Quality Management District (SCAQMD) Rule 403 regarding fugitive dust, limitations on types of construction equipment, fuel types, and anti-idling regulations. In order to address potentially significant noise impacts, PDF NOISE-1 would require the Applicant's construction contractor to implement construction best management practices (BMPs) to reduce construction noise levels including equipping all construction equipment, fixed and mobile, mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards and siting on-site construction equipment staging areas as far as feasible from noise and vibration sensitive uses. MM NOISE-1 would be implemented to limit construction activities generating noise in excess of 20 dBA above normally acceptable levels, or more than 40 dBA above normally acceptable levels for any "maximum instantaneous" noise event to between 10:00 A.M. and 3:00 P.M. on weekdays as allowed by the City's Noise Ordinance. With implementation of the mitigation measure, construction noise impacts would be reduced to less than significant. With regard to construction vibration, MM NOISE-2 would reduce potential vibration impacts to the Palisades Building and off-site buildings (The Huntley Hotel and the historic building located to the south of the Second Street Parcel). However, because consent of off-site property owners, who may not agree, would be required to implement the vibration mitigation for potential structural damage to their off-site structures, it is conservatively concluded that vibration impacts would be significant and unavoidable. With respect to human annoyance, construction activities adjacent to or near inhabited structures would not result in excessive vibration levels and impacts would be less than significant impact. If the Project is approved, all of the Project's Mitigation Measures and Project Design Features will be conditions of approval of the Development Agreement, and the applicant will be subject to compliance with the Mitigation Measures and Project Design Features through those remedies set forth in the Development Agreement.

With regard to Alternative 5, Alternate Massing, the same amount of development would occur under this alternative as under the Project, and thus construction activities and associated aesthetics effects, air emissions, noise/vibration, and vehicle trips would be the same as the Project. The maximum amount of construction-related air emissions, noise/vibration and vehicle trips on a peak construction day would be the same. The level of construction-related impacts would be the same under Alternative 5 as compared with the Project since total construction activities and construction duration would be the same.

Response to Comment O6-8

EIR Section 4.9, Greenhouse Gas Emissions, contains a detailed analysis of the potential GHG emissions that would be generated on- and off-site from the construction and operation of the

Project. The GHG emissions calculations are provided in the emissions modeling worksheets provided in Appendix H of the EIR. The analysis was prepared by a consultant and independently reviewed by City staff.

The estimation of the Project's GHG emissions take into account Project Design Features (PDFs) to minimize GHG emissions. These PDFs are included in the Mitigation Monitoring and Reporting Program (MMRP) provided in Chapter 11 of this EIR and will be incorporated as conditions of approval in the Development Agreement. PDF AQ-1 includes measures to reduce emissions during construction and require limiting idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) to five minutes at any location. In addition, specific construction equipment would be required to be Tier 4 and use specific fuel. In addition, operation of the Project would minimize GHG emissions relative to the existing Project Site conditions by implementing Project Design Features PDF-AQ-1 and PDF-AQ-2, to reduce energy use and incorporate water conservation, energy conservation, tree-planting, and other features. PDF AQ-1 requires that the new buildings on the Hotel Parcel attain a minimum of LEED-certified V3 Gold and will use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. PDF AQ-2 requires that the Project comply with the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. Therefore, with incorporation of the PDFs, GHG impacts would be less than significant and no mitigation measures are required.

With regard to hazardous materials, EIR Section 4.10, Hazards and Hazardous Materials, provides an analysis of hazardous materials based in part on the Phase 1 Environmental Site Assessment included as Appendix I of the EIR. As indicated in Section 4.10, buildings on the Hotel Parcel potentially contain asbestos and lead based paint, mold, and PCBs that could present a hazard to the public if released into the environment. As is standard with a redevelopment project, proper surveys for such materials would be conducted and if present be removed in accordance with applicable regulations. In addition, as to potential soil and/or groundwater contamination, the Phase I ESA found there are no known recognized environmental conditions (RECs) on the Hotel Parcel and no known hazardous soils or groundwater contamination. However, the presence of the onsite underground storage tank (UST) poses a threat of a future release to the environment, particularly during the removal of the UST. Implementation of Project Design Feature HAZ-1 assures that construction workers are advised of the potential for release of hazardous materials at the time of UST removal. The EIR concludes that the Project's implementation of the Soil Management Plan pursuant to Project Design Feature HAZ-1 and compliance with applicable regulations regarding the handling of any unknown potential remnant hazardous materials on the Project Site, would reduce potential construction impacts related to hazardous materials to a less than significant level.

Response to Comment O6-9

As indicated in Response to Comment O6-8, EIR Section 4.10 provides an analysis of hazardous materials on the site. Given the age of the buildings on the Hotel Parcel, the structures potentially contain asbestos and lead based paint, mold, and PCBs that could present a hazard to the public if released into the environment. Based on the analysis, while toxic air contaminants would be emitted during construction and operation, potential impacts would not exceed significance thresholds established to protect human health. With regard to construction, the cancer risk from diesel

particulate matter (DPM) emissions is estimated to result in a maximum carcinogenic risk at the residential use on the southeast corner of California and 2nd Street, just to the north of The Huntley Hotel (see Draft EIR Figure 4.2-4). However, the risk is below the threshold and the analysis is conservative in that the calculated cancer risk is estimated for outdoor exposure and assumes that sensitive receptors (residential uses) would not have any mitigation such as mechanical filtration and that residential uses would have continuously open windows. Potential non-cancer effects of chronic (i.e., long term) DPM exposures would not exceed the hazard index threshold of 1.

Response to Comment O6-10

EIR Section 4.14, Noise and Vibration, provides a detailed analysis of noise and vibration during construction and operation of the Project. Table 4.14-10, Estimate of Maximum Peak Project Construction Noise Levels (Lmax) at Representative Ambient Noise Locations, provides the construction noise levels at five locations and provides the estimated decibel levels for the Hotel Parcel and the Second Street Parcel separately, as well as the overlapping Parcel construction.

Based on the analysis, maximum Project construction hourly average noise levels would exceed the significance threshold (the measured ambient noise levels, plus 20 dBA) at representative noise locations R1 (the multi-family residential uses north of the Project Site (Hotel Parcel) across California Avenue) and R2 (the multi-family residential uses north of the Hotel Parcel across Second Street) primarily as a result of noise generated from construction activity on the Hotel Parcel. Maximum Project construction hourly average noise levels would exceed the significance threshold (the measured ambient noise levels, plus 20 dBA) at representative noise location R3 (the multi-family residential uses northeast of the Second Street Parcel across Second Court) primarily as a result of noise generated from construction activity on the Second Street Parcel. Maximum Project construction hourly average noise levels would not exceed the significance threshold (the measured ambient noise levels, plus 20 dBA) at representative noise location R4 (multi-family residential uses located to the south of the Hotel Parcel at 1221 Ocean Avenue). Therefore, MM NOISE-1 requires that all construction activity that would result in increases in noise greater than allowable by the SMMC (as shown in EIR Table 4.14-9) be scheduled to occur between the hours of 10:00 AM and 3:00 PM. Noise level increases occurring between these hours is permitted by the City and is not considered to result in significant environmental effects. Construction activities between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (unless extended hours are approved by the Building and Safety Division through an After Hours Permit in accordance with SMMC Section 4.12.110(e)) occurring within the specified distances in MM NOISE-1 shall utilize one or a combination of the construction noise reduction strategies listed in the mitigation. Implementation of MM NOISE-1 would reduce construction noise impacts to less than significant. In addition, MM NOISE-1 requires early Project construction activities when the use of heavy equipment is prevalent and monitoring when noise reduction strategies are used to ensure the effectiveness of the strategies in achieving the City's noise-level performance standards.

In addition to compliance with SMMC requirements, PDF NOISE-1 requires the implementation of construction best management practices (BMPs) to reduce construction noise levels. The specific BMPs include the use of noise mufflers on all fixed and mobile construction equipment. As indicated above, all PDFs and mitigation measures are included in the MMRP that is provided in

Chapter 11 of this EIR to ensure implementation. Moreover, the Project's Mitigation Measures and Project Design Features will also be conditions of approval of the Development Agreement, and the applicant will be subject to compliance with the Mitigation Measures and Project Design Features through those remedies set forth in the Development Agreement. Additionally, the City of Santa Monica, through its Code Enforcement Division, would ensure enforcement and compliance with the Noise Ordinance.

Response to Comment O6-11

Section 4.8, Geology and Soils, of the EIR addresses potential geologic and soils hazards associated with the Project, including fault rupture, ground shaking, liquefaction, dynamic dry settlement, expansive soils, and landform/landslide. The analysis based in part on information and findings included in the *Preliminary Geotechnical Evaluation for an Environmental Impact Report*, included as Appendix G-1 to the EIR.

As indicated in Section 4.8, the Project Site is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation. In addition, the Seismic Hazards Map of the Beverly Hills and Topanga Quadrangles prepared by the CGS does not locate the Project Site in a Liquefaction Risk Area (see EIR Figure 4.8-1). Further, the City General Plan Safety Element indicates the Project Site is in an area with low liquefaction risk. The potential for liquefaction hazards is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. As indicated in the Preliminary Geotechnical Evaluation, the Project Site is predominantly underlain by fine-grained, consolidated, older (Pleistocene) alluvium, which is typically cohesive, dense or stiff, and consolidated, and not subject to liquefaction. Moreover, groundwater is anticipated to be encountered at depths greater than 50 feet bgs, at depths of between 62 and 93 feet bgs, based on geotechnical investigations completed on the Project Site and immediate vicinity. Although soft soils have been encountered in previous subsurface explorations for the existing Ocean Tower at a depth of 38 feet bgs, the liquefaction potential of the site was concluded to be low. In addition, any recommendations related to liquefaction included in the City-required Design-Level Geotechnical Report would be incorporated into the final building design approved by the City. Therefore, impacts with respect to liquefaction would be less than significant.

With regard to the Santa Monica Fault, in January 2018, the California Geological Survey established Alquist-Priolo Fault Zones around the Santa Monica Fault. While the City is crossed by the north and south branches of the Santa Monica Fault, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as the Project Site is approximately 3,100 feet south of the Santa Monica Fault at its closest location. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City Building and Safety Division, the Project would not expose people or structures to substantial adverse effects from strong seismic groundshaking or seismic-related ground failure (including liquefaction). In addition, the Preliminary Geotechnical Evaluation assessed the potential for Project construction and operation to induce landsliding of the coastal bluff. As stated, several slope stabilization and dewatering measures have been implemented by the City which has decreased rate of erosion and improved the stability of the bluffs. As concluded by the Preliminary Geotechnical Evaluation,

similar to the conclusions of the Final EIR for the Downtown Community Plan, the Project Site is situated far enough from the coastal bluff such that the anticipated construction activities and the finished Project would have a very low potential for affecting the stability of the coastal bluff. Therefore, Project impacts would be less than significant.

With regard to the demolition of on-Site buildings, the demolition would be accomplished using traditional heavy equipment and would not occur in a way that results in implosion, which typically results from the use of explosive material or the squeezing of structures. A more systematic and careful approach would be implemented in order to protect the Palisades Building and the Moreton Bay Fig Tree, which are historic resources on the Hotel Parcel. The EIR also provides a Tree Protection Plan to address potential construction effects on the Moreton Bay Fig Tree. The proposed Tree Protection Plan is included with the EIR as an attachment to Appendix D-1. The subsequent Moreton Bay Fig Tree Protection, Preservation and Maintenance Program, prepared by BrightView Tree Company, February 26, 2018 (2018 BrightView Report), provides guidelines for the protection and treatment of the Moreton Bay Fig Tree. Prior to commencement of construction activities on the Project Site, training for construction contractors working around the Moreton Bay Fig Tree would be provided by a licensed arborist in accordance with Section 8: Protection, Preservation and Maintenance program of the 2018 Brightview Report. The Moreton Bay Fig Tree would be protected throughout construction by implementation of the tree protection measures outlined in the 2018 Brightview Report.

Response to Comment O6-12

Section 4.1, Aesthetics, of the EIR provides an analysis of potential shade/shadow impacts. As indicated in Section 4.1, the analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). The analysis considers the potential for shadow-sensitive uses to be placed in shadow by the Project. Shadow simulations based on the maximum height of the proposed buildings, conservatively applying the maximum footprint of the buildings (location, shape and size) were prepared for each parcel. Based on the analysis, the Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. As such, the Project would not interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses.

Response to Comment O6-13

Section 4.1, Aesthetics, of the EIR provides an analysis of potential impacts regarding public scenic vistas and scenic resources. As indicated above, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). In addition, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[4] As such, the assessment of potential impacts to scenic vistas, which is provided for informational purposes, focuses on the public views. As shown on Figure 4.1-1, Map of View Locations, nine photo simulations were prepared to

[4] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

evaluate the potential visual impacts from different locations surrounding the Project Site. The figures each provide a photograph of the existing view along with the simulated composite photograph showing future conditions. view with Project implementation. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas.

Response to Comment O6-14

With regard to the streetscape along California Avenue adjacent to the Hotel Parcel, currently the perimeter walls along California Avenue, Ocean Avenue and Wilshire Boulevard restrict the visual and pedestrian access to the Hotel Parcel. The Project would remove the existing perimeter walls along the California Avenue, Ocean Avenue, and Wilshire Boulevard sidewalks thereby opening up the visual and physical access to the Hotel Parcel. The proposed landscape concept would feature the Moreton Bay Fig Tree and would include a landscaped open space around the tree in the shape of a partial ellipse (The Miramar Gardens) with terraced gardens stepping down to the publicly-accessible garden space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). All street frontages, including California Avenue, would be landscaped.

Response to Comment O6-15

As indicated in Chapter 2, Project Description, of the EIR, the Project would provide a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests). As shown in Figure 2-3 of the EIR, the entry court on 2nd Street would create a circular driveway for drop off and pick-up for users of the commercial areas. While the primary access for residents and guests would be from the Ocean Avenue access, the 2nd Street access would provide a secondary or alternate access for residents and guests.

Sections 4.15, Fire Protection, and 4.16, Police Protection, provide analyses of the potential impact to the provision of services, including emergency access. In accordance with PDF CE-1, the Project would implement a Construction Impact Mitigation Plan (CIMP) during construction that would: maintain emergency access to the Project Site through marked emergency access points approved by the SMFD, outline security provisions during construct, and provide for flagmen to facilitate traffic flow if there are partial closures to streets surrounding the Project Site.

With regard to increase emergency demand during operation, Sections 4.15 and 4.16 provide an analysis of the potential effects of the Project on fire protection and emergency medical services and police protection services, respectively. As indicated in Section 4.15, the Project would comply with current fire prevention and fire suppression standards in the Santa Monica Fire Code, which include stringent requirements to provide for the maximum protection of life and property to the extent feasible. More specifically, final SMFD review of the plans would ensure incorporation of required fire protection safety features as required by the Fire Code, including but not limited to: building sprinkler systems, adequacy of on-site emergency access, fire-resistant building materials, adequacy of fire flow, and communication systems as well as the implementation of a high-rise pre-fire plan as required by DCP MM PS-1. Regarding emergency access during operation, as indicated in Section 4.15, in addition to traditional methods of clearing a path of travel in the event of an emergency and facilitating emergency access (e.g., sirens, driving in opposing lanes, use of alternative routes, and multiple station responses), SMFD currently uses the Opticom signal control

system for all Downtown signalized intersections. This technology has been helpful in maintaining acceptable response times in almost all of the Downtown area.

With regard to police protection services during operation, as indicated in Section 4.16, the Project's potential increase in demand for police services would be minimal, and would not require new or expanded police protection facilities, given: (1) the implementation of a security plan as required by DCP MM PS-2; (2) the relatively small size of the Project's increase in total service population; (3) the City's ongoing responsiveness to policing needs through its budgeting process; (4) Project design/security features that would enhance safety (e.g., dedicated, 24-hour, on-site department responsible for loss prevention, risk management and health, fire, and life safety) and help reduce police protection service demand; and (5) the City's proactive safety programs, implemented via SMMC Section 3.68 (Comprehensive Crime Prevention program that addresses crime prevention and law enforcement services, and SMPD review of development projects for the inclusion of design features that facilitate service provision and support public safety). Regarding emergency access during operation, emergency response through traffic congestion is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, and use of alternate routes. Multiple routes exist in the Downtown area given the grid patterns of the local street system so that SMPD would be able to respond during an emergency incident in the area.

Based on the analyses provided in Sections 4.15 and 4.16, impacts on public services would be less than significant.

Response to Comment O6-16

The existing electrical distribution system, which includes electrical distribution lines, transformers, and poles is maintained on a regular basis by Southern California Edison. Power outages can be due to a number of factors, including elevated high fire conditions, vegetation/animal, third party causes such as car accidents, and equipment failure due to excess demand. SCE assesses electrical reliability using three indexes. Based on SCE's reliability report for Santa Monica, reliability indexes are generally better than the SCE Systemwide.[5] For example, the System Average Interruption Frequency Duration Index (SAIFI) is the number of times the average SCE customer experienced a sustained outage in a given year. Santa Monica's SAIFI in 2019 was 0.7 (with Major Event Days excluded), or less than one per customer, as compared to SCE's systemwide average of 1.0.

Furthermore, EIR Section 4.7 Energy analyzes the Project's energy impacts and concludes that the Project would reduce energy usage compared with the existing conditions and would not increase the need for new energy infrastructure. Specifically, the Project would reduce energy use by over 15% compared to existing conditions with energy conservation measures including those in Project Design Feature AQ-2. The EIR concludes that the Project would not have a significant impact on the environment due to energy consumption.

[5] SCE Reliability Report for Santa Monica online at https://library.sce.com/content/dam/sce-doclib/public/reliability/SantaMonica.pdf

Response to Comment O6-17

Each of the issue areas raised in the comment have been addressed in detail in the EIR. Section 4.19, Wastewater, provides an analysis of the adequacy of available wastewater infrastructure to accommodate the Project, including wastewater conveyance systems and treatment plants. The analysis is based in part on information and findings included in the *Fire and Domestic Water & Sewer Capacity Study* (Capacity Study) that is included as Appendix N of the EIR. As indicated in Section 4.19, due to the replacement of aging plumbing fixtures, appliances, and use of various water conservation features pursuant to the City's Green Building Code and Water Efficiency Requirements, the Project would result in a reduced water demand and therefore also a net decrease in wastewater flows requiring conveyance and treatment. Although the Project would require lateral connections to existing sewer lines, it would not require relocation, construction, or expansion of wastewater treatment facilities or existing sewer lines located off-site. In addition, since the Project would result in a net decrease in wastewater flows compared to existing conditions, the Project would have a negligible effect on the treatment capacity of the Hyperion Treatment Plant. Therefore, Project impacts regarding wastewater would be less than significant.

With regard to solid waste, as discussed in Subsection 6.6.13 of the EIR, the Project would not conflict with the goals of AB939, the City's Source Reduction and Recycling Element, or the City's Sustainable City Plan and Zero Waste goal. The Project would reduce waste with on-site recycling containers to support the City's recycling efforts and the City's goal of Zero Waste (achieving 95 percent diversion by 2030). Since the waste generated by the Project would not represent a substantial portion of the daily permitted tonnage of the in-County landfills serving the City, and the Project would include source reduction and recycling measures, it is anticipated that the landfill would have sufficient capacity to accommodate the solid waste generated by the Project. During construction, in accordance with SMMC Section 8.108.010 Subpart C a Waste Management Plan to divert at least 70 percent of C&D material from landfills would be prepared prior to commencement of construction work. Therefore, the Project would result in less than significant solid waste impacts.

With regard to water supply, Section 4.20, Water Supply, of the EIR provides an analysis of the adequacy of water supply and infrastructure to serve the Project and is based on information and analyses presented in the City of Santa Monica 2015 Urban Water Management Plan (UWMP), the 2018 Sustainable Water Plan Update, and the Fire and Domestic Water & Sewer Capacity Study (Capacity Study) included in Appendix N of this EIR. As shown in Section 4.20, with the installation of water efficiency features, the Project would result in a net reduction in water usage as compared to existing conditions. Since the Project's water demand would decrease compared to existing conditions, the Project would have a negligible effect on available water supplies to the City during normal, dry, and multiple dry years and no impact would occur. Based on available flow calculations provided in the Capacity Study, existing water lines are adequate to provide water service to the Project Site. The Project would not require the relocation, construction, or expansion of water facilities. Therefore, Project impacts on water supply and infrastructure would be less than significant.

EIR Section 4.11, Hydrology/Water Quality, provides an analysis of the capacity of the stormwater drainage system and the ability to serve the Project and is based in part on the technical memorandum, *Miramar Hotel Revitalization: Project Description – Infrastructure & Stormwater Management* included as Appendix J of the EIR. As indicated in Section 4.11, the amount of impervious surface area on the Hotel Parcel would be reduced as building rooftops and surface parking lots would be largely replaced by the Public Plaza and Gardens and Miramar Gardens. The Project would decrease the existing Hotel Parcel's impervious surfaces from 83.4 percent to 69.2 percent following redevelopment of the Project Site. Although much of the new pervious surface area would be underlain by subterranean parking structures that are impervious from a groundwater infiltration perspective, landscaping would be effective in limiting stormwater runoff from discharging off the site. As shown in Table 4.11-4, the total Project flows from the site would be the same during a 10-year storm when compared to existing conditions. Stormwater would continue to flow to the existing municipal stormwater drainage system and the 90" stormwater pipe in Wilshire Boulevard. Based on the analysis, there are no existing deficiencies at these storm drains and the Project would result in a less than significant impact related to increases in the rate or amount of runoff.

Response to Comment O6-18

Section 4.5, Historical Resources, of the EIR addresses potential direct and indirect impacts of the Project on the existing Landmark Palisades Building and the Landmark Moreton Bay Fig Tree, which would remain on the Project Site as part of the Project. The analysis is based on a Preservation Plan, a Conformance Report, the 2012 City Landmark Assessment and Evaluation Report, and a 2010 Historic Resources Assessment Report. These technical reports are provided in Appendix D of the EIR.

With regard to the Palisades Building specifically, as indicated on page 4.5-27, the Project would not demolish, destroy, relocate, or alter the integrity of the Palisades Building such that its eligibility for listing on a register of historical resources would be lost. Although the Ocean Building would be constructed next to the Palisades Building, it would physically connect to the short south elevation of the Palisades Building by an inset hyphen. The hyphen would connect to a secondary elevation of the Palisades Building and, due to its recess, would minimally impact historic fabric. Additionally, the contemporary design and materials would differentiate the Ocean Building from the Palisades Building. Furthermore, the Ocean Building would replace the existing Ocean Tower, which is of similar height, and there would be no significant change in scale of the new construction under the Project compared to existing conditions. Once the existing Ocean Tower was constructed in 1959, the Palisades Building became a subordinate building. Under the Project, the Palisades Building would similarly become a subordinate building to the Ocean Building). The new Ocean Building would not destroy historic fabric, would be connected to a secondary elevation of the Palisades Building via a hyphen, would not overwhelm the historic building in massing, size, scale, or design, and would preserve the historic character, form, significant materials, and features of the Palisades Building.

Response to Comment O6-19

As indicated previously, all mitigation measures (MMs) and project design features (PDFs) are included in the MMRP provided in Chapter 11 of this EIR. If the EIR is certified and the Project is approved, the City is required to adopt the MMRP. The MMRP for the Project will be in place through all phases, including design, construction, and operation of the Project. In order to ensure that the PDFs are implemented and for ease of review, the PDFs are listed in Section 11.1. Section 11.2, MMRP, identifies: 1) the full text of the mitigation measure; 2) the action(s) that needs to be performed, including the applicable timing; 3) the entity responsible for performing the action; and 4) the agency responsible for verifying compliance. The applicant is responsible for funding and successfully implementing the mitigation measures in the MMRP, and is responsible for assuring that these requirements are met by all of its construction contractors and field personnel. Standards for successful mitigation of impacts are implicit in many mitigation measures that include such requirements as obtaining permits or avoiding a specific impact entirely. Other measures include performance standards. Additional mitigation success thresholds will be established by applicable agencies with jurisdiction through the permit process and through the review and approval of Project specific plans for the implementation of mitigation measures.

Moreover, the Project's Mitigation Measures and Project Design Features will also be conditions of approval of the Development Agreement, and the applicant will be subject to compliance with the Mitigation Measures and Project Design Features through those remedies set forth in the Development Agreement. The City of Santa Monica Department of Planning and Community Development (Planning Department) will act as the lead implementing agency to ensure that the terms and conditions of the Development Agreement. For each condition, the Planning Division will either administer the activity or delegate it to staff, other City divisions/departments (e.g., Building and Safety, Department of Public Works, etc.) consultants, or contractors. The Planning Division will also ensure that DA monitoring is documented as required and any deficiencies that may occur are promptly corrected. The designated environmental monitor depending on the provision specified below (e.g., City building inspector, project contractor, certified professionals, etc.,) will track and document compliance with the DA including the EIR's mitigation measures, note any problems that may result, and take appropriate action to remedy problems, if necessary. The Planning Department or its designee(s) will ensure that each person delegated any duties or responsibilities is qualified to monitor compliance.

Response to Comment O6-20

In accordance with CEQA Guidelines Section 15130, a cumulative analysis is provided in each section in Chapter 4 of the EIR. Therefore, for all of the issue areas raised in this comment letter, the last subsection of each section identified in the response contains a cumulative analysis. Table 3-1, Cumulative Projects List, contains a list of under construction, approved, and pending development projects that have been compiled by the City. Environmental topics whose impacts are local in nature take into account the cumulative projects within the geography that is the focus of the environmental topic. In addition, the Final EIR for the DCP, which is incorporated by reference in the EIR, provides an analysis of cumulative buildout of the DCP, inclusive of the Miramar Hotel Project. The DCP Final EIR was also considered in the cumulative analysis in the Miramar Hotel Project EIR, as appropriate. in accordance with CEQA Guidelines Section 15150.

In addition, as indicated in Subsection 3.2 of the EIR, cumulative analyses that pertain to City-wide analyses, notably impacts regarding transportation traffic growth and the provision of services take into account projections in the LUCE, which account for 2030 citywide growth consistent with the LUCE policies. Regional issues regarding the supply of water and treatment of wastewater also take into account regional projections such as those provided by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the EIR adequately evaluates potential cumulative impacts in accordance with CEQA Guidelines.

Response to Comment O6-21

The above responses address each of the environmental issues raised in this comment letter. As indicated, comprehensive studies were conducted for each of the issues raised and the analysis is provided in the Draft EIR for the Project. In addition, as indicated above and in accordance with CEQA Guidelines, EIR Chapter 5, Alternatives, provides an analysis of six alternatives to the Project, including the suggested alternatives in this comment letter. The comment provides an opinion and is noted for the record. The comment will be provided to the decision makers for review and consideration.

Comment Letter O7

From: Carol Lemlein
To: Rachel Kwok
Cc: Roxanne Tanemori; ruthannpreserves@yahoo.com
Subject: Regarding the Draft EIR for the 1133 Ocean Avenue Development Agreement
Date: Sunday, May 24, 2020 4:12:03 PM

EXTERNAL

To: Rachel Kwok, Environmental Planner

Re: Response to the Draft EIR for the 1133 Ocean Avenue Development Agreement – Miramar Hotel Project

We are responding specifically to Section 4.5, the Environmental Impact Analysis regarding Historical Resources. We find the analysis of the impacts on the Moreton Bay Fig Tree and the Palisades Wing, both designated local landmarks, to be substantially accurate. We have followed the development of the plans impacting these two valuable historic resources in detail, giving feedback to the project team at each iteration, and are satisfied that the plans are appropriate from a historic preservation point of view.

We also note numerous references to the review and oversight of the Landmarks Commission in protecting the site's historic resources, as this commission is a vital agency in ensuring that historic preservation standards are adhered to. However, we would like to add that it is very important to maintain the expert oversight of the Santa Monica Landmarks Commission's Certificate of Appropriateness process. We are concerned that the use of "such other process as may be specified in the Development Agreement" as described several times in Section 4.5, may result in less exacting application of the Secretary of the Interior Standards. O7-1

Best regards,

Carol Lemlein and Ruthann Lehrer
Advocacy Co-Chairs
Santa Monica Conservancy

Comment Letter O7

Santa Monica Conservancy

Response to Comment O7-1

The comment is focused on EIR Section 4.5, Historical Resources, and indicates that the analysis with regarding to the Moreton Bay Fig Tree and the Palisades Building are substantially accurate. The comment indicates that the Santa Monica Conservancy is satisfied from a historic perspective that the plans are appropriate. The comment expresses the importance of City's Landmark's Commission oversight through the Certificate of Appropriateness process and raises concern regarding language that indicates "or such other process as may be specified in the Development Agreement for the Project." As required by the City's Landmark Ordinance, a Certificate of Appropriateness will be required for the Project. The intent of the language referencing another process was not to subvert Landmark's Commission oversight, but rather to allow flexibility for other commissions such as the Architectural Review Board to provide design review and input for the Project. The language does not exempt the Project from the requirement to obtain a Certificate of Appropriateness showing compliance with the Secretary of the Interior Standards.

Comment Letter O8

May 24, 2020

DEIR Comment Letter

To All It May Concern:

I am writing to voice strong support for the Miramar project, now under consideration.

As Vice President of Property Management at Santa Monica Place and Vice Chair of DTSM, I understand first-hand the enormous positive economic impact that hotels have on our local businesses.

The current economic crisis is difficult for all of us and we all need to work together to find our collective way forward. Being a business leader and an active member of our community is a core value of our company – the same as it is for the Miramar team – and we both continue to be active participants and supporters of our local non-profits and community organizations.

Hotel guests are an important engine that drives retail sales city-wide, and the new Miramar along with the potential improvements to the Promenade will help to further Santa Monica's position as the go-to retail, dining and entertainment destination on the West Side.

I have followed the Miramar project as it has evolved over the years and watched the plan blossom over time with input from the community and direction from the Downtown Community Plan Process. I can say with great confidence, that the Miramar has gone through an incredibly thorough vetting process with the community, and the project has improved substantially as a result of this extensive process. O8-1

I believe it is finally time to bring this process to conclusion. We are in an unforeseen and unprecedented economic crisis and the Miramar project will bring significant benefits – including substantial new City tax revenues, jobs and housing – all things that Santa Monica needs now more than ever.

City staff and City Council play a critical role in leading our local economic recovery, and moving the Miramar forward would demonstrate your positive leadership during this crisis and can serve as a meaningful part of our long-term economic recovery plan.

Thank you for the opportunity to share my strong support for this well-crafted, carefully developed project that will deliver so many short- and long-term benefits to our city.

Sincerely,

Julia B. Ladd, CSM, Vice President, Property Management
Santa Monica Place
Macerich

Comment Letter O8

Santa Monica Place

Response to Comment O8-1

The comment provides general support for the Project citing its jobs and economic benefits. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter O9

From: Cynthia Rose
To: Rachel Kwok
Cc: Ted Winterer; Ana Jara; Terry O'Day; kevinmckeown@smgov.net; Gleam Davis; Greg Morena; Sue Himmelrich
Subject: Miramar Hotel Project DEIR
Date: Friday, May 22, 2020 10:20:21 AM

EXTERNAL

Rachel Kwok, Environmental Planner

rachel.kwok@smgov.net

Re: Miramar Hotel Project DEIR

Dear Ms. Kwok,

It has been nearly a decade since the submission of a proposed Miramar Hotel replacement project. In this time we have responded to multiple iterations of the project that have been offered by the developer. We believe the project's evolution has been responsive to community concerns, our input, and City guidance. Over this same span of time, tremendous changes have taken place in transportation mode trends. The arrival of Breeze public bike share, the Expo Line, and most recently micro-mobility with the introduction of e-scooters and e-bikes have all changed the mobility and transportation landscape. Significantly, we continue to see a steady increase in bicycling alongside these new trends in multimodal and micro-mobility options. As additional new projects in our downtown come online that have been planned for these new models of mobility and pedestrian-friendliness, walking conditions should presumably improve in Downtown Santa Monica. O9-1

It goes without saying that the COVID19 pandemic will likely forever change Santa Monica's economic model. We have an unprecedented opportunity to plan for and envision a new normal in a safer, more environmentally and economically resilient streetscape for Santa Monica and its visitors. The tide has turned to embrace a wide range of less expensive, more sustainable, greener transportation options, and with it a demand for safer streets on which to travel.

With those factors in mind, I offer the following comments on the Miramar DEIR:

Bicycle and micro mobility parking

The hotel should consider providing a more robust long and short-term bicycle and micro mobility parking program at the hotel parking structure. The DEIR states that the number of parking spaces shall - at a minimum - be provided in accordance with SMMC Table 9.28.140, requiring one short-term bicycle parking space for every 4,000 square feet of floor area, depending on use. I see that the final number will eventually be determined in the Development Agreement. I urge that in the end we must aim to substantially exceed the code requirement of 304 bicycle parking spaces (263 long-term and 41 short-term spaces) and include the flexibility of adding new micro-mobility spaces to meet the projected increased demands.

Specifically, I will ask for an increase (with flexibility) to address new trends in mobility be considered in view of the "new normal" and ongoing economic circumstances, along with the expected rise in bicycle, multimodal and micro-mobility options. O9-2

The proposed number of showers, four, is woefully insufficient even in today's mode share and will be more so in the future as bicycle commuting and new micro-mobility continue to trend upward. The shower calculation should be revisited and adapted to new predictions that include not only a rise in biking and micro-mobility options, but also to accommodate as employees are able to walk to work from their homes.

According to the DEIR, lockers for employees' clothing and personal effects will be provided at a ratio of 75% of the long-term employee bicycle parking spaces required, per SMMC Section 9.28.170(B)(2). This calculation would provide for up to 197 new lockers, with the final number determined through the Development Agreement. I urge you to consider an increase in that number to address new trends toward walking, biking and multimodal transportation options, and away from personal automobile travel.

Pedestrian friendly accommodations

Pedestrian friendliness has been identified as a principle consideration in the hotel plan from the first iteration onward. This is commendable. It is essential that the new hotel, retail and restaurant operations, and ocean-facing open space be safe and inviting. Success here will undoubtedly stimulate vibrant new pedestrian activity, and — with City support — provide for safer and more inviting experiences along Wilshire Boulevard and Ocean Avenue. O9-3

With the removal of a Wilshire Boulevard automobile entrance and the elimination of car valet circulation trips the project

should eliminate prior conflicts and contribute to improving safety and walkability along the corridor. However, with the projects many connections to Palisades Park and the surrounding neighborhood – and a predictable increase in pedestrian volume – the hotel should be prepared to address and further improve pedestrian safety. I urge the applicant to consider adding additional pedestrian safety and active transportation circulation features to the hotel plan. O9-3 (con.)

I appreciate your time and look forward to reading the FEIR.

--

Cynthia Rose
Director
Santa Monica Spoke
SMSpoke.org

Comment Letter O9

Santa Monica Spoke

Response to Comment O9-1

The comment acknowledges that revisions have been made to the Project over the years in response to community concerns, input and City guidance. In addition, the comment provides a summary of changes that have occurred in modes of transportation during that time. The comment does not address the adequacy of the EIR and is noted for the record and will be provided to the decision makers for review and consideration.

Response to Comment O9-2

The comment suggests the provision of bicycle parking in excess of the code requirement, an increase in the associated amenities, such as lockers and showers, as well as flexibility to add new micro-mobility spaces to meet increased demand and to address new trends in mobility in the future. The Project would be required to provide bicycle parking, lockers and showers, to comply at minimum with the Santa Monica Municipal Code. The exact number of bicycle parking, lockers and showers will be negotiated and determined as part of the Development Agreement. The comment does not address the adequacy of the EIR and will be provided to the decision makers for review and consideration.

Response to Comment O9-3

The comment focuses on pedestrian safety and acknowledges the removal of vehicular conflict with pedestrians resulting from the closure of the Wilshire Avenue driveway. The Project has been designed to improve walkability and pedestrian safety in the area. As mentioned in this comment, the Project would result in the removal of the curb cuts along Wilshire Boulevard, which would contribute to a more pedestrian-friendly experience. Furthermore, the Project building fronting Wilshire Boulevard would contribute to the pedestrian environment through the provision of retail uses on the ground floor in contrast with the current conditions in which the Wilshire Boulevard frontage has a brick wall covered with vegetation. In addition, the building would have a recessed corner entrance area at the intersection providing additional refuge space for pedestrians.

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May 24, 2020

Ms. Rachel Kwok (Rachel.kwok@smgov.net)

Environmental Planner

1685 Main Street, Room 212

Santa Monica, CA 90401

Issues and Questions Regarding DEIR for the Miramar Hotel Project

The Wilmont Executive Board submits these issues and questions within the public comment period ending May 24, 2020 at 5:30 PM regarding the Miramar Hotel Project Draft EIR. As noted in our July 27, 2018 letter, the Wilmont Board continues to have grave concerns regarding the proposed demolition of the hotel and its impact on the adjacent businesses, residential housing and underlying bluff strength to build a new luxury hotel with about the same number of rooms i.e., from 301 to 312 rooms. The height, density and intrusion into the neighborhood is largely from the 60 Ocean Avenue condominiums and significant growth in retail, spa and banquet/catering uses which are traffic intensive and continues the unwelcome trend of commercial intrusion into the Wilmont neighborhood. This Miramar Hotel project overwhelms our neighborhood and the existing hotel in size and scope.

The project proposes to demolish the Miramar Hotel (Hawaiian Tower) in order to construct a 500,000 sq. ft. project, roughly the size of Santa Monica Place which sits on 10 acres while this project only sits on 4.4 acres; this creates substantially greater massing and impact within a much smaller site and blocks the entire block from sight lines and winds from Santa Monica Bay and does not support the DCP's intentionally lower zoning of height and density on Ocean with the greater density permitted for the Downtown core. The new development will be almost twice the size of the existing hotel i.e., from 262,284 sq. ft. to 502, 157 sq. ft. This impact on the Wilmont neighborhood will be significant including traffic, noise, parking as well as the Miramar "wall" created to have the hotel not only not be a part of the City but actually turn its "back" on the City. We strongly believe this project would not be approved if it were subject to a public vote, among other reasons, because providing 60 luxury condominium units for the wealthy at heights of 130 feet does not provide a community benefit. It is unlikely the owners will be stakeholders in our community if they are occasional visitors and the Miramar has stated that up to 10 units will be able to be leased and managed by the Miramar. It is impossible to justify the density and height as a good deal for the City's revenues if there is no appreciable gain in TOT resulting from this massive development (while the EIR doesn't analyze economic impacts, it will be incumbent on the City to do so as the project moves forward), placing the Morton Bay Fig Tree, a historical landmark, at jeopardy during three years of construction and the significant, minimal community benefits and unmitigable traffic impacts from adding three new entrances/exits to an underground garage. As well, parking proposed may not provide sufficient parking to alleviate the current problem of overflow of employees, guests, visitors, banquet guests, retail/spa and food/beverage guests. The site may argue there is sufficient parking, but these various Miramar non-hotel clients will park in the neighborhood so not to pay for parking, once again creating neighborhood parking issues for the more than 200,000 sq. ft. dedicated to non-hotel activity. While the DEIR is no longer obliged to deal with parking as an issue, O10-1

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we assure you the neighborhood will have to deal with it as people coming home from work must circle the neighborhood looking for parking.

We have focused our issues and questions in the following areas:

1. Historical Resources
2. Transportation
3. Other DEIR Elements
4. Neighborhood Effects
5. Community Benefits

O10-1 (con.)

The issues and questions we have identified are identified below. This project, as designed, is too big, only provides affordable housing as a community development while this is a Development Agreement and should be negotiating community benefits in concert with the project's impacts, continues to state that taking care of City historic landmarks and project amenities as community benefits, has added three new entrances to the underground garage yielding significant, nine significant and unavoidable intersection/street impacts (operational intersection and street segment) generating automobile delays based on levels of service (LOS) and these three new car entrances/exists will put pedestrians and bicyclists at greater jeopardy.

1. Historical Resources – Issues and Questions

1.1. Moreton Bay Fig Tree

With the three-year construction estimate including demolition of all buildings except the Palisades Building (historic resource) and the construction of underground parking on the Miramar site this creates a challenge to ensure the Moreton Bay Fig Tree will survive. Planted in 1899 it is a true historical landmark of the City and greater assurances should be obtained to ensure it is saved.

Question: Can part of the Development Agreement be that a significant penalty e.g., financial to ensure that beyond project and plan promises, that the Miramar would survive.

O10-2

Question: Can underground parking be eliminated by moving Miramar parking to another part of the City e.g., a City owned parking lot/structure that generates revenue for the City to reduce the impact of underground parking on the Moreton Bay Fig Tree?

Question: Can the concept of adaptive reuse be looked at to save the tree and lesson the construction torture for the neighborhood?

1.2. 1137 2nd Street Historic Building

The DEIR states the following "For the Second Street Parcel, however, implementation of MM NOISE-2 would require the voluntary acceptance of the implementation of this mitigation measure by the off-site property owner(s) of the historic structure. Although voluntary acceptance by off-site property owner(s) would reduce this impact to a less than significant level, the City does not have the jurisdiction or control to mandate implementation of this mitigation measure. Because the consent of the off-site property owner (s) cannot be guaranteed, it is conservatively concluded that unless mitigated, the 100% affordable housing building could have potentially significant and unavoidable vibration impacts on the historic building located at 1137 2nd Street. (See Section 4.14, Noise and Vibration, of this EIR for further discussion regarding construction vibration impacts.)"

O10-3

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Question: If the 1137 2nd Street historic building, south of the affordable housing lot, cannot afford to mitigate the vibration issues will the Miramar or City provide funding to ensure the survival of this historic building during construction? O10-3 (con.)

2. Transportation – Issues and Questions

2.1. Addition of three new underground entrances/exists on California, 2nd and Ocean creates four intersections with significant and unavoidable intersection impacts, five street segments with significant and unavoidable impacts and increased risk to pedestrian and bicycle safety

Currently, the only car entrance to the Miramar is off Wilshire Blvd. More exactly, mid-block of the last block of Wilshire before it has a T intersection with Ocean Avenue. This entrance is not mid-block in Mid-Wilshire in City of LA but in the last block before Palisades Park, the terminus of Wilshire. The Ocean side of the building has a port cochere for cars to drop off passengers if Wilshire entrance is unavailable. The Wilshire entrance currently has a nice pedestrian sidewalk, so people do not have to interact with the cars pulling in, but bicyclists have to watch for that. This project has continually promoted the concept of adding car entrances/exits to an underground garage off of Wilshire (two lane road), California (one land road with a median) and 2nd Street (one lane road with no left hand turn onto Wilshire and the north direction takes cars directly into the heart of Wilmont residential area). As well, a loading zone exists on 2nd and the project plans to keep it there.

O10-4

The following counts were provided in the DEIR:

Ocean Ave. & CA Ave. - 155 (bicycle counts for weekend peak hour) and 877 (pedestrian counts for weekend peak hour)

Ocean Ave. & Wilshire Blvd - 85 (bicycle counts for weekend peak hour) and 461 (pedestrian counts for weekend peak hour)

2nd St. & Wilshire Blvd. - 39 (bicycle counts for weekend peak hour) and 728 (pedestrian counts for weekend peak hour)

3rd St. & Wilshire Blvd. - 42 (bicycle counts for weekend peak hour) and 711 (pedestrian counts for weekend peak hour)

The DEIR reports that 6% of trips initiated in Santa Monica are on bikes and 20% are pedestrian.

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The DEIR reports in Impact Statement TR-2B: The project would exceed the City's operational level of service thresholds (all intersections at F or E in future year 2025) at four intersections (PCH & California Incline, Ocean Ave. & CA Ave., 2nd Street and Wilshire Blvd and Lincoln Blvd. & CA Ave) and significant and unavoidable impacts at five impacted street segments (2nd St. between Wilshire Blvd. & CA Ave., CA Ave. between Ocean Ave & 2nd St., CA Ave. between 2nd St. and 3rd St., CA Ave. between 3rd St. and 4th St., CA Ave. between 4th St. and 5th St.). As can bee seen from the figure above from Section 4.17 Transportation, the Miramar Project wants to turn California Avenue into a boulevard when it has a boulevard, Wilshire Boulevard currently as it's front entrance. O10-4 (con.)

Issue: The DEIR wasted time and money on studying the VMT and that methodology is not usable in this project.

Question: Why make a residential and local street (even identified in the DEIR as a local street), California, into a boulevard when the terminus of Wilshire Boulevard, is currently the entrance to the hotel? Why push all that traffic with three new entrances and exits to local streets as well as putting pedestrians and cyclists at danger from three entrances and exits while today there is only one entrance/exit on Wilshire with limited pedestrian and bicycle activity?

The most bicycle activity is at Ocean and CA Ave., location of a new entrance/exit with traffic pushing up from the CA Incline and the most pedestrian traffic is also at Ocean and CA where again the new entrance/exit creates an issue for people/bicyclist walking to see the vista or riding/walking down CA Incline. O10-5

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All of the impacted intersections are on CA Incline (a key ingress and egress to Santa Monica), on CA Ave. or at the single lane intersection (with no left-hand turn lane onto Wilshire) of 2nd St. & Wilshire. All of impacted street segments are on CA Ave. (a local street with four-way stop signs) or on 2nd St. between Wilshire and CA (again, the one lane local street with no left-hand turn lane onto Wilshire)

Question: How in table 4.17-4 was it determined that a street segment was identified as a Collector, Feeder or Local? This classification has significant impact on the analysis of traffic impacts, and we would like to understand what formal documentation or authority determined the designation of these segments? O10-5 (con.)

The DEIR identifies a LUCE Section 4.0, Circulation goal, Goal T18: "Encourage a more sustainable transportation system. An action to further this goal that relates to private development is to prohibit driveways on boulevards and major avenues where access is available from a side street or alley. Implement standards for the safe and convenient design of projects, including safe interaction between private property and the public right-of-way." Circulation Policy T25.3: Minimize the width and number of driveways at individual development projects would not be consistent with adding three new driveways which are entrances/exits. O10-6

Question: Is Goal T18 a mandatory goal? Is it relevant when the boulevard is at its terminus and already has a curb cut on the boulevard? Is the safety of public improved by adding three curb cuts with entrances/exists that will impact pedestrians, bicyclists and cars on all three sides of the project? Why was using the Wilshire entrance not studied? How do you address Policy T25.3 when the Miramar Project had added three new driveways to its development project?

Question: With TR-1: Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities? Were the three new curb cuts studied to determined how it affects the Pedestrian Plan and the Bike Plan as well as Vision Zero program? O10-7

Question: Table 4.17-7, Project Trip Generation Rates and Estimates show the Miramar project would generate a net increase of approximately 85 weekday AM peak hour trips (18 inbound and 67 outbound), 81 weekday peak hour trips (50 inbound and 31 outbound) and 96 weekend midday peak hours trips (53 inbound and 43 outbound). With the train well established, how does this PM increase in trips support the LUCE goal of no new PM trips? How does it address Circulation Policy T15.1: Reduce automobile trips starting or ending in Santa Monica, especially during congested periods, with the goal of keeping peak period trips at or below 2009? O10-8

Policy LU15.1 – "Create Pedestrian-Oriented Boulevards. Orient the City's auto-dependent boulevards to be inviting avenues with wider sidewalks, improved transit, distinctive architecture, landscaping, trees, planted medians and neighborhood-friendly services – defining a new sense of place where local residents will be attracted to shop, work, live and play. O10-9

Question: It would appear that the Miramar project has taken Policy LUC15.1 to heart but… has moved all the associated traffic from its additional 200,000 sq. ft. of retail, spa, banquet/catering

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onto California Avenue which has more attraction because of the vista and CA Incline biking/walking venue. Is it appropriate that the Miramar project to allowed to push traffic, due to condos and additional non-hotel activity, into the Wilmont neighborhood to support elimination of a Wilshire driveway in anticipation of a DCP vision of a more pedestrian-friendly street and greater commerce enabled through connection with 3rd Street Promenade? What about pedestrian-friendly streets, especially California, in Wilmont? What impact will this traffic have on Vision Zero? O10-9 (con.)

3. **Other DEIR Elements – Issues and Questions**
3.1. Alternative 1 – No Project/No Build Alternative

Of the alternatives analyzed in the DEIR, Alternative 1 is considered the environmentally superior alternative because it is the only Alternative that would avoid the Project's significant traffic (intersection and street segment), construction vibration and historic resource impacts. The report states that Alternative 1 would not improve water quality under the project. O10-10

Question: How would the other alternatives improve water quality vs. Alternative 1 which states it "would not improve water quality"?

3.2 Leasing of Condo Units

Question: Will the units have to be leased for at least 30 days or more to comply with the City's short-term rental rules? O10-11

4. Neighborhood Effects – Issues and Questions
4.1. LUCE Regulatory Framework for Neighborhoods

The regulatory framework identified by the DEIR is outlined below.

Land Use and Circulation Element (LUCE)
Citywide Goals and Policies
Goal LU1: Protect, conserve and enhance the City's diverse residential neighborhoods to promote and maintain a high quality of life for all residents.
Policy LU1.3: Preserve neighborhood quality of life and protect neighborhoods against potential impacts related to development, traffic, noise, air quality and commercial encroachment.
Policy LU1.5: Require that infill development be compatible with the existing scale, mass and character of the residential neighborhood.
Goal LU4: Create complete neighborhoods that exemplify sustainable living practices with open spaces, green connections, diverse housing, local employment, and local-serving businesses that meet the daily needs of residents and reduce vehicle trips and GHG emissions.
Policy LU4.3: Encourage mixed-use development close to transit to provide housing opportunities for the community, support local businesses, and reduce reliance on automobiles.
Policy LU4.4: Engage pedestrian with ground floor uses, building design, site planning, massing and signage the promote vibrant street life and emphasize transit and bicycle access.
Goal N1: Protect, preserve and enhance the residential neighborhoods.
Policy N1.4: Preserve and protect existing neighborhoods against potential impacts related to development: traffic, noise, air quality and encroachment of commercial. O10-12

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Policy N1.7: Make new development projects of compatible scale and character with the existing neighborhoods, providing respectful transitions to existing homes, including ground level open spaces and upper-floor step backs.

Goal D1: Maintain Downtown's competitive advantage as a premier local and regional shopping, dining, and entertainment destination, and support its evolution in order to respond to changing market conditions.

***Policy D1.1*:** Create a diversity of retail opportunities including local- and regional serving retail and dining in the Downtown.

Policy D1.4: Encourage new or expanded hotel and other visitor-serving uses in the Downtown.

Goal D8: Ensure that new and remodeled buildings in the Downtown District contribute to the pedestrian character of Downtown and are compatible in scale with existing buildings

Question: Does the City consider that the Miramar project has addressed all of these elements of the neighborhood regulatory framework?

O10-12 (con.)

5. **Community Benefits – Issues and Questions**

5.1. Identification of SMMC, project amenities, historic landmarks and open space (private space that Miramar may or may not allow use of unlike park open space) as community benefits.

The Miramar project loosely discusses all the open space it will provide but it is not like park open space. This is private land that the Miramar may or may not allow residents to use and it will be under Miramar security review. It states in the DEIR "Portions of the Miramar Gardens may be closed to the public from time to time for private special events at the hotel." This is not a community benefit but a public relations line. Secondly, the DEIR states … the Palisades Garden/Palisades Terrace, would be located in the rectangular courtyard area between the Ocean Building, California Building and Palisades Building. The Palisades Gardens would be approximately 21,000 sq. ft. (0.48 acre) and would be located adjacent to Ocean Avenue between the Ocean Building and the California Building. **This open space would be primarily reserve for hotel guests and residents.**

Issue: The Miramar project continues to identify SMMC requirements, project amenities, historic landmarks and private (open but only upon Miramar's approval unlike park open space) as community benefits. The Development Agreement to be negotiated has no baseline of what true "community benefits" can be requested and negotiated for. Comments throughout the DEIR only represent the project's management's ideas and are not a starting or ending point.

O10-13

Thank you,

Wilmont Executive Committee

Elizabeth Van Denburgh, Chair

Cc: Lane Dilg, David Martin

Comment Letter O10

Wilshire Montana Neighborhood Coalition

Response to Comment O10-1

The comment is introductory in nature, summarizes the detailed comments presented in the letter, and expresses concerns regarding the intensity of development, massing of the hotel, and compatibility with the adjacent residential neighborhood. The comment is noted for the record will be provided to the decision makers for review and consideration.

With regard to the massing and size of the Project, Section 4.12, Land Use and Planning, provides a detailed evaluation of applicable plans and requirements relevant to the Project. Based on the analysis in the EIR, the City has determined that the Project would not conflict with City adopted land use goals, programs, policies and regulations, as well as regional plans and related planning policy documents and regulations adopted for the purpose of avoiding or mitigating an environmental effect. As indicated, the Project has an ELS designation and would be within the allowable height and FAR allowed by the DCP.

With regard to blockage of sight lines and winds, Section 4.1, Aesthetics, contains photographic simulations and evaluates the potential impact on scenic vistas and resources for informational purposes only since pursuant to California PRC Section 21099 the aesthetics impacts of the Project shall not be considered significant.

Future views of the California Building are provided in EIR Figures 4.1-2 and 4.1-5. In addition, an analysis of potential wind impacts for informational purposes is provided in EIR Section 6.8 and evaluated the anticipated effects of the Project on winds that could affect pedestrians and on-site open space and public areas as well as the effects on the Moreton Bay Fig Tree. Technical reports are provided in Appendix O of the EIR.

With regard to the protection of the Moreton Bay Fig Tree, Section 4.3, Biological Resources, provides a detailed analysis of the potential Project impacts during construction and operation on the tree. The analysis is based on technical reports provided in Appendix C of the EIR. The analysis considers impacts to the root system and the canopy during construction as well as potential vibration impacts. The analysis also evaluates potential direct impacts resulting from hardscape, drainage, irrigation, lighting and planting as well as potential indirect impacts resulting from shade/shadow and wind.

With regard to community benefits, the Project would be implemented under a Development Agreement that would assure implementation of Community Benefits in accordance with the DCP for development in the Project's ELS Overlay Zone. For clarification, the 60 residential units on the Hotel Parcel would not be considered community benefits, rather the affordable housing units on the Second Street Parcel would provide the community benefit. In addition, the Project would provide approximately 0.32 acre of open space in the Public Garden Terraces at the intersection of Wilshire Boulevard and Ocean Avenue that would include bench seating and a prominent piece of public art, and a linear lawn area. Additional community benefits including contributions to

transportation and circulation improvements would be determined as part of the Development Agreement negotiations between the City and Project Applicant prior to Project approval.

As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts.

The comment correctly indicates that as an urban infill site within a transit priority area, the Project Site meets the exemption criteria set forth under Section 21099(d)(1) and is therefore generally exempt from analyzing parking impacts pursuant to CEQA as discussed in Subsection 6.7 of the EIR. However, the City understands that parking may be of interest to the public and the decision makers and constitutes an important urban planning issue even though parking loss or deficit in and of itself does not result in direct changes to the physical environment.[6] However, as required under CEQA, the EIR considers any secondary physical impacts associated with expanded or constrained parking supply as part of the travel demand model analysis, which accounts for changes in vehicular trip generation and movements associated with the proposed Project. Furthermore, although the DCP does not require the Project to provide parking, the Project proposes a proposed subterranean parking structure that would include a total of 428 striped parking spaces to accommodate the Hotel Parcel's parking demand, including parking for hotel, retail, restaurant, spa, lounge/bar, and employee parking along with residential parking. This is an increase of 325 spaces over existing on-site parking availability (or 261 spaces including the Second Street Parcel).

With regard to an economic analysis, in accordance with the California Public Resources Code (PRC) Section 21002.1, the purpose of an EIR is the identify the significant effects on the environment that could result from a project, to identify ways to avoid or mitigate significant effects, and to identify alternatives to a project. Economic implications would be considered by the City in the Project's approval process.

The comment indicates that the comments in the letter focus on five particular areas of the EIR. Please see the detailed responses provided below.

6 *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, upheld that parking loss or deficit in and of itself does not result in direct changes to the physical environment. In 2010, the Governor's Office of Planning and Research (OPR) amended Appendix G of the CEQA Guidelines to remove the significance criterion about inadequate parking capacity. This approach to parking under CEQA is strengthened by the provisions of SB 743 (2013), which states "aesthetics and parking impacts of a residential, mixed use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

Response to Comment O10-2

The comment raises concerns regarding construction on the Hotel Parcel relative to the protection of the Moreton Bay Fig Tree and requests that the Development Agreement include a penalty if damage occurs to the Landmark Fig Tree is noted.

Section 4.3, Biological Resources, of the EIR provides a detailed analysis of the potential impacts to the Moreton Bay Fig Tree. The section is based on three technical reports provided in Appendix C of the EIR: *Moreton Bay Fig Tree Protection, Preservation, and Maintenance Program* (Tree Protection Plan); a Shade/Shadow Study; and a Wind Evaluation.

Section 4.3 contains an analysis of direct and indirect impacts to the tree that could result from construction and operation. The primary forms of physical tree damage from demolition and construction activities are chips, gouges, cuts, and abrasions to the tree's trunk, surface roots, lower branches, and perimeter branch tips. These types of physical damage can be prevented by limiting physical contact with a tree. The Tree Protection Plan recommends action items that include training, procedural requirements, and monitoring that would be implemented during Project construction to ensure the health of the Moreton Bay Fig Tree. The EIR specifically analyzes the Project's potential impacts to the Moreton Bay Fig tree from the construction of subterranean parking on EIR page 4.5-31. Based on a detailed review of the conceptual plans and an understanding of the construction methods that would be used, the analysis concludes that the Project's subterranean parking would have a less than significant impact on the Moreton Bay Fig Tree. As stated in the EIR, "The proposed design of the new subterranean parking takes steps to avoid contact with … the root system or drip line of the Landmark Moreton Bay Fig Tree. The perimeter walls of the subterranean parking would not extend into the drip line of the tree…. The subterranean parking would not … encroach on the Moreton Bay Fig Tree drip line…. Therefore, the proposed new Subterranean Parking would have a less than significant impact on the Moreton Bay Fig and the Palisades Building."

As also discussed in EIR Section 4.3 Biological Resources, the Project has been designed to avoid damage to the Landmark Fig Tree. The Project proposes a raised deck platform with a continuous bench encircling the Moreton Bay Fig Tree. The deck would be supported by micro-piles in order to protect the exposed roots without requiring additional soil or paving to raise the grade around the tree. The raised deck would result in airspace below the deck that would allow water and nutrients to reach the tree's roots. The elevation and leveling of the walking surface around the tree would improve pedestrian access to the tree while deterring visitors from climbing upon the buttress roots or compacting the soil within the critical root zone.

In addition, since the tree is a historic resource, Section 4.5, Historical Resources, also provides an evaluation of the tree. As indicated in Section 4.5, the design of the subterranean parking takes steps to avoid contact with the root system or drip line of the Landmark Moreton Bay Fig Tree. The perimeter walls of the subterranean parking would not extend into the drip line of the tree and would only connect to the foundation of the Palisades Building in two locations at lower level 1, where the Palisades Building would allow pedestrian entry to the subterranean parking. The subterranean parking would not encroach on the Moreton Bay Fig Tree drip line. PDF HIST-1: Preservation Plan, contains specific requirements to ensure protection of the Moreton Bay Fig Tree

and contains specifics for protection of the tree including retention of the existing basement wall to the east of the Moreton Bay Fig; use of shoring walls with internal bracing (in lieu of tiebacks) where excavation is needed for the subterranean garage; support of the deck around the tree by micropiles that allow beneficial airspace flow, nutrients, and water to reach the tree roots; protection of the buttressed tree roots; and ongoing maintenance of the canopy. The final design, monitoring and implementation of improvements in proximity to the Moreton Bay Fig tree shall be subject to review by a qualified arborist and where warranted by a qualified historic preservation architect for conformance with Rehabilitation Standards. Based on the analyses in the EIR, Project construction, specifically the subterranean garage, would not result in significant impacts to the tree.

With respect to the commenter's question regarding moving the Project's parking to another part of the City, the City's Downtown Community Plan does not permit the development of private parking structures in the Downtown. It should be noted also that the Project is not required to provide parking either on-site or off-site pursuant to the Downtown Community Plan as the plan does not establish parking minimums.

The comment suggests that adaptive reuse be considered to save the tree. Subsection 5.4.2, Adaptive Re-Use of the Ocean Building, considered such an approach. In this alternative, all other characteristics of the Project Site would remain as they currently exist and the Ocean Building would be renovated to modernize the facility. The subterranean parking would not be developed. This alternative was considered and rejected because while some upgrades would occur, the reconfiguration of rooms to modernize the facility would result in a reduction in rooms, and thereby a result in a decrease in the total hotel revenue. The Adaptive Re-Use of the Ocean Building would not result in the removal of the perimeter walls, the removal of the paving around the Moreton Bay Fig Tree or the rehabilitation of the Palisades Building. This scenario would also not result in the development of ground floor commercial space along Wilshire Boulevard or the provision of public open space at the intersection of Wilshire Boulevard and Ocean Avenue. In addition, a substantial reduction in guestrooms would result, which would not be consistent with the Coastal Program Land Use Plan (LUP).

Response to Comment O10-3

The comment quotes the EIR text regarding the potentially significant vibration impact during construction that could occur to the 1137 2nd Street building, which is a historic resource. As indicated in MM NOISE-2 and in Chapter 11, Mitigation Monitoring and Reporting Program, the applicant is responsible for funding and successfully implementing the mitigation measures. However, the implementation of MM NOISE-2 cannot be guaranteed because the property owner of the 1137 2nd Street building would need to consent to the inventory of the building to determine the appropriate vibration structural damage potential criteria, and for each piece of equipment, assess a standoff distance from the building. In addition, property owner approval would be needed for the installation of the monitor on the side of the building facing the construction activity although the vibration monitor could be located on or near the Project Site if access to the off-site buildings is restricted. Although the mitigation is feasible and would reduce impacts to a less than significant level if implemented, since the property owners consent cannot be assured, the EIR conservatively concludes that the impact to be significant and unavoidable.

Response to Comment O10-4

The comment correctly identifies the number and location of significant and unavoidable transportation impacts identified in Section 4.17, Transportation, of the EIR. The header of this section of the comment letter, however, incorrectly states that the "addition of three new underground entrances/exits creates four intersections with significant and unavoidable intersection impacts, five street segments with significant and unavoidable impacts and increased risk to pedestrian and bicycle safety." The number and location of driveways on the Project Site is part of the overall proposed Project. Other aspects of the Project that affect transportation conditions in the vicinity are the increase in on-site parking and the overall development program on the site. The City's defined thresholds of significance for assessing the significance of transportation impacts were used to analyze 51intersections and 11 street segments. The EIR, however, did not identify significant impacts related to pedestrian and bicycle safety (page 4.17-60).

The comment also discusses the proposed vehicular access to the Hotel Parcel and the provision of the loading dock on 2nd Street. As indicated in the comment, the Project would include three vehicular access points. However, for clarification, as indicated in the EIR Chapter 2, Project Description, and shown in Figure 2-7, vehicular access would be provided at: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary employee access on California Avenue located approximately 100 feet east of Ocean Avenue, and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. Based on draft plans provided by the Applicant, the number of parking spaces proposed for access from California Avenue is 103 employee spaces. The residential parking would be separated from the commercial parking with key card/controlled access or other similar control mechanism. No vehicular access would be provided along Wilshire Boulevard as suggested in the comment. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

With regard to potential safety issues, modifications to the circulation and parking around the Project Site would reduce trips around the hotel resulting from valet trips and people looking for parking. More specifically, modifications would include the following: (i) valet parked cars would no longer need to circle the block from the existing Wilshire Boulevard entrance (during normal operations), turning onto Ocean Avenue, California Avenue and then Second Street to access the Second Street Parcel; (ii) passenger pickup/drop off services for special events under the tree would be accommodated at the new Second Street Entry and valets would no longer need to circle the

block from Ocean Avenue to access parking on the Second Street Parcel or the on-site parking on Wilshire Boulevard as occurs currently during these special events; (iii) truck loading dock operations would occur in a newly designed and Code-compliant loading space on-site on Second Street so that trucks would no longer extend into the sidewalks and streets when making deliveries under existing conditions and (iv) employee parking would be accommodated on-site, rather than employees having to find off-site parking under existing conditions, which is believed to result in some daytime occupancy of unmetered on-street parking in the neighborhood and subsequent additional circulation to find available spaces and moving cars around to comply with street sweeping restrictions. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to right turn in and outs and only to employees thereby minimizing trips at that access. As indicated in Section 4.17, although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation, consolidate trips that currently circulate around the block, and minimize transportation impacts on the streets.

With regard to evaluating VMT, the comment suggests that including the VMT analysis in the EIR was not important. As indicated in Section 4.17, although not mandated by CEQA Guidelines Section 15064.3(c) given that the June 2018 issuance of the Recirculated Notice of Preparation for the Project predates the adoption of Section 15064.3 that requires the shift in metric for evaluating traffic impacts, the analysis is provided for informational purposes only. However, as of July 1, 2020, the transportation analyses in EIRs will shift to VMT. Intersection and street segment analyses, which measure only vehicle delay and congestion, will not be used to determine whether a project would result in a significant transportation impact. However, the preparation of this EIR occurred during the transition period and as is common practice by lead agencies at this time, the City required both the LOS and VMT analyses for the Project to better inform the public and decision makers regarding the potential transportation impacts. On June 9, 2020, the City of Santa Monica adopted a methodology for implementing SB 743 using VMT as the primary metric for identifying the transportation impacts of proposed development projects. Please see Chapter 10, Corrections and Additions, for a discussion of the Project's VMT in comparison to the City's adopted VMT methodology and thresholds. This discussion is provided for informational purposes only.

Response to Comment O10-5

The comment summarizes the location of the significant impacts using the LOS methodology and raises a question regarding street classifications. The Land Use and Circulation Element (LUCE), which was adopted in 2010 and revised in 2017, defines the street system according to its use by various modes including walking, biking, transit, and automobile. These street types include Boulevard, Special Streets, Downtown Commercial, Neighborhood Commercial, Major Avenue, Secondary Avenue, Minor Avenue, Industrial Avenue, Neighborhood Street, Shared Street, Parkway, Pathway, Bikeway, Highway, and Alley. In the LUCE, California Avenue, from Ocean Avenue to 26th Street, is designated a Neighborhood Street, which provides access primarily to abutting uses with autos travelling slowly enough to stop for people in the street. The speed limit along California Avenue is 25 miles per hour and there are stop signs along California Avenue, bicycle lanes, and landscaped medians to slow traffic, consistent with the designation.

However, Table 4.17-4 indicates that California Avenue is designated as a Local Street because the functional street classification uses with respect to street segment analysis are based on the lists on pages 123-124 of the City's previous Circulation Element, adopted in 1984.[7] While the LUCE has adopted a different typology for streets in the City, the LOS significance criteria applies the previous functional classifications when conducting street segment analysis. Table 4.17-4 provides the classification from the previous Circulation Element since these are still in use for purposes of this analysis. Where the map on page 122 of the 1984 General Plan is inconsistent with the text, the text was followed. California Avenue is mapped as a "federal street" (understood to be a typographical error for feeder street) but not listed as such, so it was treated as a local street in this analysis. This was a more conservative approach because the thresholds of significance are stricter for local streets than for feeder streets.

The list of Neighborhood Streets in the Transportation Impact Analysis inadvertently omitted California Avenue. This has been corrected in the Final EIR, and this correction does not change the conclusions of the EIR. The first paragraph on page 16 of the Transportation Impact Analysis (EIR Appendix L) has been revised to read:

Neighborhood Street – These streets primarily serve abutting buildings. Neighborhood Streets in the study area include 5th Street (Wilshire Boulevard to Montana Avenue), California Avenue (entire length), Arizona Avenue (Lincoln Boulevard to 11th Street), 9th Street, 10th Street, and Lincoln Boulevard (Wilshire Boulevard to northern city limits).

Response to Comment O10-6

A General Plan Element contains goals, policies and action items. A goal is a general expression of community values and direction, expressed as ends (not actions).[8] Since a goal is a general direction-setter or an ideal future end related to the public health, safety, or general welfare and a general expression of community values, it therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time dependent.[9]

The comment refers specifically to LUCE Goal T18, which establishes the City's vision of creating a more sustainable transportation system and has a number of actions for both public and private development as well as information and education components. The action items provide general guidance on ways to achieve the overarching goal and are not absolutes. Each project is evaluated individually relative to number and location of access to balance the circulation flow and pattern and to ensure safety for all users of the streets. As indicated in Response to Comment O10-4, the elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street by reducing vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. The sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore,

7 https://www.smgov.net/uploadedFiles/Departments/PCD/Plans/General-Plan/1984%20LUCE%20final.pdf

8 https://www.opr.ca.gov/docs/OPR_C1_final.pdf

9 California Governor's Office of Planning and Research, General Plan Guidelines, 2017 Update, Appendix E, Glossary, https://www.opr.ca.gov/docs/OPR_Appendix_E_final.pdf

retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP. With regard to Policy T25.3 and limiting the number of driveways, the issue of the provision of three access locations relative to safety for pedestrians, bicyclists, and cars is addressed in Response to Comment O10-4. As indicated, the provision of three access points helps to disperse the traffic and separate users of the subterranean garage.

Although the provision of access on Wilshire Boulevard would conflict with the DCP in terms of the future configuration and use of Wilshire Boulevard, the EIR does include the analysis of Alternative 6, Modified Access Alternative, which considered the elimination of vehicular access on California Avenue. See Chapter 5, Alternatives, and Response to Comment O6-3 for more detail.

Response to Comment O10-7

The Project, including the proposed access locations, were considered in the evaluation of the Project relative to applicable plans, programs, policies, and ordinances. The Bike Action Plan and the Pedestrian Action Plan, which includes the Vision Zero program, were specifically evaluated under Impact Statement TR-1. As discussed in Section 4.17, vehicular access to the Hotel Parcel is currently provided from entrances on Wilshire Boulevard and Ocean Avenue and a loading dock is located on 2nd Street. In furtherance of the LUCE policy discouraging mid-block driveways on major thoroughfares, the existing curb cuts on Wilshire Boulevard and at-grade driveway that extends from Wilshire Boulevard to approximately the middle of the Hotel Parcel would be removed to prioritize Wilshire Boulevard and the Hotel Parcel for pedestrians. As indicated in Response to Comment O10-4, the elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP. In addition, the modifications to the circulation and parking around the Project Site would reduce valet trips around the hotel and people looking for parking. While the Project would include new driveway access, some of the existing traffic around the Hotel Parcel would be reduced as a result of modifications to the circulation resulting from the Project. The new driveway on 2nd Street would take the place of the Wilshire Boulevard entrance and would reconfigure the existing loading dock. While there is a bike lane provided in this segment of 2nd Street, the proposed configuration improves the existing loading dock where delivery trucks are regularly blocking the sidewalk, and often the bike lane and some portion of the southbound vehicle lane. The new circulation pattern would disperse trips and the driveway on California Avenue would be limited to employees thereby minimizing trips at that access. The driveway on California Avenue would allow only right turns in and out, reducing the potential conflicts for pedestrians and bicyclists from left-turning traffic**.** In addition, as stated on page 4.17-60 of the EIR, the City's Mobility, Traffic Engineering, and Fire Divisions would review all proposed access locations and street improvements for safety and compliance with City Code requirements (including those related to hazardous visual obstructions) prior to the issuance of development review permits. As indicated in Section 4.17, although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation and minimize transportation impacts on the streets and the Project would not conflict with applicable plans, programs, policies or ordinances related to transportation such that a significant adverse impact to transportation would occur.

Response to Comment O10-8

The comment summarizes the net Project trip generation and refers to the LUCE citywide goal of no new PM trips by 2030. As indicated in DCP EIR, a key component of the LUCE is the goal of achieving No Net New P.M. Peak Hour Trips in the City by 2030, with the P.M. peak hour vehicle trips generated defined as vehicle trips having one or both ends (origin or destination) located within the City. The City's trip reduction goals are citywide, with individual new development inevitably generating some vehicle trips but at lower rates due to the City's TDM regulations. Policy 15.1 is not intended to be applied on a project-by-project basis, but rather must be evaluated at a citywide level. The policy is evaluated in Section 4.17 to ensure that the Project would not conflict with the policy being implemented at the citywide level. In other words, to ensure that the Project would located future land uses and increased density into transit-oriented mixed-use areas like the Downtown, which would not preclude the City's ability to achieve the citywide VMT reduction.

As indicated on page 4.17-37 in Section 4.17, the Project would include PDF TR-1, which would include the implementation of a TDM Program that would help to reduce vehicle trips. In addition, the Project Site is located within close proximity to public transit, including the Metro E LRT Downtown Santa Monica Station. The Project Site would locate visitors and residents within close proximity to off-site retail, service, and entertainment uses as well as within proximity to numerous regional attractions, including the Santa Monica Pier, Third Street Promenade, and Palisades Park, thereby reducing vehicle trips.

Response to Comment O10-9

As indicated in Response to Comment No. 10-4, the three vehicular access locations would serve to disperse rather than consolidate trips to one point of access. More specifically, the California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. The number of parking spaces proposed for access from California Avenue is approximately 103 employee spaces. Therefore, the Project would not be pushing traffic into the Wilmont neighborhood.

With regard to pedestrian friendly streets, especially California Avenue, in the Wilmont neighborhood and the Project's impact on Vision Zero, as indicated in EIR Chapter 2, Project Description, the Project would include landscaping along all street frontages, including California Avenue, thereby contributing to a pedestrian friendly environment. As indicated in Response to Comment O10-7, the Bike Action Plan and the Pedestrian Action Plan, which includes the Vision Zero program, were specifically evaluated under Impact Statement TR-1. As concluded in the EIR, the Project would not conflict with these plans.

Response to Comment O10-10

The comment raises a question regarding water quality relative to the Project in comparison with the alternatives. As indicated in Section 4.11, Hydrology/Water Quality, the existing Hotel was developed prior to the regional and local requirements to improve post-development water quality. In addition, both the Hotel Parcel and the Second Street Parcel have surface parking areas and

associated pollutants. The Project would result in a reduction of impervious surfaces, including elimination of surface parking areas and associated pollutants.

The Project would comply with NPDES and City requirements, where BMPs would be implemented to address water quality. BMPs that may be implemented by the Applicant in compliance with the City's Runoff Conservation and Sustainable Management Ordinance include the use of permeable surfaces, directing downspouts to permeable surfaces instead of to the storm drain system, the use of green roofs or other rooftop catchment units, and good housekeeping processes such a litter removal and control of waste containers. The BMP provisions set forth in the Urban Runoff Mitigation Plan would be implemented throughout the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. Given that the existing Hotel was developed prior to the regional and local requirements to improve post-development water quality, and a reduction in impervious surfaces, including elimination of surface parking areas and associated pollutants, the Project is likely to improve stormwater quality leaving the Project Site with the implementation of these BMPs.

Under the No Project Alternative, the Project Site would remain in its existing condition and no change in hydrology and water quality conditions at the Project Site (e.g., pervious vs. impervious surfaces, drainage patterns, the rate and amount of surface runoff, the water quality of the surface runoff, the rate of erosion and siltation, etc.) would occur. Thus, the BMPs to retain and improve the quality of stormwater runoff that would occur under the Project would not be implemented under the No Project Alternative. However, Alternatives 2 through 6 would result in the redevelopment of the Project Site and therefore, would include the removal of surface parking areas and the associated pollutants and would implement the same BMPs as the Project. Therefore, water quality under all of the alternatives would be similar to the Project and would be less than significant.

Response to Comment O10-11

The comment asks a question about the lease terms of the Project's proposed residential units. This comment does not address the adequacy of the EIR. Nonetheless, in response to the comment, the Project's residential units would be subject to the City's Sharing and Vacation Rental Ordinance (SMMC Chapter 6.20.010 et seq), which prohibits short term rentals of the Project's condo units for less than 30 days. The ordinance also prohibits landlords from advertising the unit for rentals of less than 30 days. The residential units would also be subject to the City of Santa Municipal Code's prohibition on corporate rental housing (see SMMC Section 9.51.020(A)(2)). Furthermore, it should be noted that on July 28, 2020, the City Council will consider adoption of amendments to Chapters 4.24 and 6.14 of the Santa Monica Municipal Code to address medium term rentals (i.e., rentals of more than 30 days and less than one year). The proposed amendments will require that landlords offer a minimum one (1) year lease for existing rent controlled units, thus affirming that the City's housing stock is intended for the provision of long-term permanent housing. Additionally, the proposed amendments would further re-affirm that the City's rental housing supply is largely intended for natural persons and not corporate entities, which may encourage use of rental units for other than long-term housing. The Project's residential units would be subject to these SMMC provisions regarding short-term and medium-term leases. As indicated in the EIR,

the Development Agreement may authorize a maximum of ten of the condominium units to be used as hotel guest rooms at any one time (EIR, p. 2-13.).

Response to Comment O10-12

The comment cites relevant LUCE goals and policies and questions if the Project has addressed these goals and policies. Section 4.13, Neighborhood Effects, focuses on the potential impacts of the Project relative to the overall quality of life for residents within adjacent or proximate residential neighborhoods. The section summarizes detailed analyses provide in Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.12, *Land Use and Planning*, 4.14, *Noise and Vibration*, and 4.17, *Transportation*, of this EIR.

EIR Section 4.12, Land Use and Planning, provides a detailed analysis of Project consistency with City adopted land use goals, programs, policies and regulations, as well as regional plans and related planning policy documents and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Table 4.12-3, Consistency with Applicable Policies of the LUCE, provides a detailed analysis of Project consistency with numerous goals and policies of the LUCE. As indicated in Section 4.12, the Project would be consistent with applicable land use plans, policies, and regulations for the Project Site, including SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the LUCE, the DCP, the Housing Element, and the Local Coastal Plan. The Project would be consistent with and supportive of applicable goals through the modernization of the hotel, the preservation of historic resources on the Hotel Parcel, the addition of ground floor commercial floor area as well as the provision of residential units, including affordable housing, in the Downtown area, and the provision of publicly accessible open space. The Project would be compatible with the existing development in the area, through the location of greater massing and height in the central portion of the Hotel Parcel, such that the new buildings would transition down in size, height and scale toward the adjacent residential structures to the north and east. In addition, the proposed buildings would be lower in height then some of the nearby buildings (e.g. 160-foot Huntley Hotel and 150-foot residential building across California Avenue) and the Project would provide transitional height between the taller building components and off-site adjacent used. The Project would also create pedestrian and visual connections through the removal of the existing perimeter walls around the Hotel Parcel and the provision of walkways through the Hotel Parcel. The Project would locate visitors and residents within walking distance to a variety of uses and regional destination points as well as within close proximity to public transit.

Based on the analysis in the EIR, the City has determined that the Project would not conflict with City adopted land use goals, programs, policies and regulations, as well as regional plans and related planning policy documents and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Response to Comment O10-13

The commenter states that the EIR only includes ideas of what community benefits will be provided, and does not actually state what true community benefits will be negotiated. Pursuant to CEQA, the purpose of the EIR is to analyze the significance of the physical environmental effects

of a proposed project. Chapter 2 (Project Description) of the EIR identifies the most prominent community benefits of the Project that would have the potential to result in physical environmental effects. These include the construction of the on-site open spaces and preservation of the historic Palisades Building and Moreton Bay Fig Tree. The analysis in the EIR informs the decision makers of the environmental consequences of the Project (including its proposal for on-site open spaces and preservation of the two Landmarks) and fully discloses the extent to which the Project complies with SMMC regulations that are currently applicable to the project site. Other community benefits or specific details of the community benefits that may arise during the Development Agreement process (through negotiations or required public Planning Commission and City Council hearings) may involve additional public access to on-site open space, additional fees or contributions, or affordability level of the proposed affordable housing units. These details concerning the community benefits are not physical improvements with the potential to create new significant environmental impacts and would not provide any substantial new information or mitigation measures for the Project that are required by CEQA. All of the required CEQA analyses and mitigation measures for the Project are contained in the EIR and a conservative analysis of potentially significant and unavoidable impacts of the Project are fully accounted for in the EIR.

Comment Letter I1

From: Judy Abdo
To: Rachel Kwok
Subject: My DEIR comments
Date: Monday, May 18, 2020 2:33:46 PM
Importance: High

EXTERNAL

Kevin, Terry, Ted, Gleam, Ana, Greg, Sue,

The proposed Miramar project has been in the works for more than 7 years. During that time, the design has changed in response to community and City input, and its sustainability features have been improved and refined. With regard to the Draft EIR, two areas are of particular interest to me.

1. The economic impact of the new hotel will be of huge importance as the City recovers from the budget crisis and the dramatic effects of COVID in our business community. More important, our schools, parks and other institutions that are crucial to sustaining Santa Monica must have tax revenues to continue their essential functions. We expect this recovery to be a very long process, and the additional jobs and revenues provided by the Miramar will have a long-term positive effect on our city for decades to come. I1-1

2. The provision of additional EV spaces/charging stations, beyond those outlined in the current plan, will be extremely important as we move toward more sustainable transportation choices. Retrofitting for additional spaces would probably be a costly process. Adding them to the current plan is a better approach. I1-2

I urge you to consider these thoughts.

Judy Abdo

Comment Letter I1

Judy Abdo

Response to Comment I1-1

The comment provides an opinion regarding the importance of the Project relative to the economic benefit to the City. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Response to Comment I1-2

The comment suggests an increase in the proposed electric vehicles (EV) charging stations as these are important in moving towards more sustainable transportation choices. As indicated in EIR Chapter 2, Project Description, 17 electrical charging stations would be provided, which would exceed the City's requirement per SMMC 9.28.160 of nine spaces. The electrical charging stations, carpool and low-emissions parking spaces would total 39 spaces or nine percent of the 428 striped spaces. However, the final number of charging stations would be established in the Development Agreement, which will be subject to City Council review and approval. The comment will be forwarded to the decision makers for consideration.

Comment Letter I2

From: Megan Lynch Adler
To: Rachel Kwok
Subject: Environmental Review for Hotel Miramar
Date: Friday, May 8, 2020 4:59:43 PM

EXTERNAL

I'm concerned about the environmental effects of the Hotel Miramar expansion in my neighborhood. I live at 1024 Third Street (1.5 blocks away from the planned construction). Our neighborhood is already really congested from Fairmont staff and visitors--many of whom park in our neighborhood on the street. There's been a marked difference in parking availability since the shelter in place order and a big decrease in noise and foot traffic from the hotels.

I believe adding additional residents would have a detrimental effect on our neighborhood. The last thing we need is more people living here, and more people visiting those people. It will increase traffic (which is already a HUGE issue here), increase foot traffic, affect parking availability (when their guests are visiting and need places to park they will take up our neighborhood spots), and increase noise. Our neighbors don't want to have to compete with more people for parking and other resources. We also don't want the noise created by additional residents and visitors. I2-1

It's time to make Santa Monica more friendly for its residents and that means focusing on projects that will decrease congestion and help improve the quality of life for people already living here, rather than creating projects that will draw even more people and worsen our existing problems.

Thank you,
Megan

--
Megan Lynch Adler
Tel: 415-225-1046
Fax: 415-358-4710
www.sublimedesignsmedia.com

Comment Letter I2

Megan Adler

Response to Comment I2-1

The comment raises concerns regarding the environmental effects of the Project, with regard to parking, traffic, population increase, and noise. With regard to parking, as indicated in EIR Section 6.7, while parking is an important urban planning issue that is of interest to the public and the decision makers, parking availability (in and of itself) is not treated as a direct impact to the physical environment requiring evaluation under CEQA. However, it is acknowledged that currently employee parking is not provided on the Hotel Parcel and those employees that drive are parking in the neighborhood. The Project would improve the existing parking situation by providing onsite parking within a subterranean garage to meet the needs of its guests, employees, and visitors so as to avoid and minimize neighborhood parking impacts as well as to reduce vehicular use and associated air and noise impacts from localized hotel valet parking circulation.

In terms of traffic congestion, EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts to street intersections and segments. As indicated in the section, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios.

The Project would increase population in the Downtown with the provision of 60 units on the Hotel Parcel and the development of up to 48 affordable housing units on the Second Street Parcel. However, as noted in Section 4.12, Land Use and Planning, the Project's residential units would help meet housing demand in the City and the region.

With regard to operational noise, EIR Section 4.14, Noise and Vibration, provides an analysis of noise during operation. As indicated in the section, the Project would result in less than significant levels of noise during operation.

Comment Letter I3

From: Abby Arnold
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Gleam Davis; Terry O'Day; Sue Himmelrich; Ana Jara; Ted Winterer; Greg Morena
Subject: Comment in response to DEIR for Fairmont Miramar Hotel
Date: Tuesday, May 19, 2020 10:59:45 AM

EXTERNAL

Dear Ms. Kwok,

I am writing in support of the DEIR for the Fairmont Miramar Hotel. The proposed project commits the owners to using union labor to construct and operate this long-time union hotel. Our local economy needs this employer to maintain and expand hundreds of good jobs for members of our community. The project brings the Fairmont Miramar up to 21st century standards so that it can continue to be a jobs engine for Santa Monica.

I3-1

I am happy to share our beautiful beaches with visitors and new residents. The Fairmont Miramar's commitment to treating its employees as partners in its operation through a strong union contract cements my support for the proposed project, so the hotel can continue to welcome guests to Santa Monica for many years to come.

Abby Arnold

(she, her, hers) Here's why
abby@abbyarnold.com
(310) 922-3636 (cell)

Comment Letter I3

Abby Arnold

Response to Comment I3-1

The comment provides support for the Project – particularly citing the hotel's provision of union jobs. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I4

From: Sari Ehrenreich
To: Rachel Kwok
Cc: Mayor Kevin McKeown; gleam.davis@gmai.com; Terry O'Day; Ana Maria Jara; Sue Himmelrich; David Martin; Roxanne Tanemori; tedwinterer@gmail.com; Lane Dilg; Greg Morena
Subject: Miramar DEIR Comment letter
Date: Tuesday, May 26, 2020 4:04:36 PM

EXTERNAL

Dear Rachel Kwok;

Hope you, and yours are well.
I am writing you today to send my husband Dr Harry Aronowitz and my support to the proposed Miramar project.

As owners of a condo at 101 California for the past 13 years, we have made it our business to be familiar with the project from day one. We have attended a multitude of community forums and presentations. And I in the position as a one time HOA board member. We have gotten to know the key leads in this development Ellis O'Conner of MDS Hospitality, and Dustin Peterson of Athens Development. We have been very impressed as they continue to exude concern and affection for our community, as it is their own home. They have demonstrated fine character at every turn as they take in the critiques, and adjust their plans accordingly at great personal expense.

We are especially gratified how well they have addressed the concerns of our strangling parking and traffic issues. It is clear with the added parking spots that they will add within their property, room for all their employees and guests.

I4-1

A note to make here, in the time that this project has evolved, Uber etc. has come into play, and many of their guests don't even arrive in cars. Which brings to my mind the biggest issue at hand from the perspective of my home at 101 California. Many of my neighbors live in the past, and don't want to be confused with the facts. Nor have they taken the time to review all the alterations that the Miramar have made, while they keep barking about this big bad project.

They also are angry that some views will be blocked and are using other criticisms to help vail their real concern. Look around the city of Los Angeles. Sometimes you have to give a little for the greater community's well being.

We go on record stating:
We are completely in favor of the Miramar Project ,as a Crown Jewel to our neighborhood. It is a design that will stand the test of time, and ultimately become an important destination like a giant trumpet welcoming you to Santa Monica. We are honored to have had a world class architect Cesar Pelli create this for "US"

Respectfully to our city planners,

Sari & Harry Aronowtiz

--

Sari Ehrenreich Designs
sari@saridesigns.com
saridesigns.com
(310) 849-2822

Comment Letter I4

Sari and Harry Aronowitz

Response to Comment I4-1

The comment provides support for the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I5

From: Eleanor Blumenberg
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Greg Morena; Ted Winterer; Gleam Davis; Terry O'Day; Ana Maria Jara; David Martin; Lane Dilg; Roxanne Tanemori; Cody Nicholson
Subject: Miramar Proposal
Date: Friday, May 22, 2020 12:40:02 PM

EXTERNAL

To Rachel Kwok, Environmental Planner, City Planning Division:

My name is Eleanor Blumenberg, a longtime active resident of the city who has been residing in 101 California Avenue for more than 30 years. I would like to make a few comments about the the latest Miramar proposal, the third, and to my mind the worst in terms of environmental and suitability of any submitted so far.

I cannot believe we are asked to comment during a pandemic where we have been unable to gather and see models of the proposed project, have open forums, and get our questions answered.

Be that as it may, Rachel, there are a few outrageous things about the project I wish to comment on. First of all, the size and scope of the project is better suited to a resort in Palm Springs than to the iconic block on Ocean Avenue. It consists of several high rise buildings plus the addition of an 8 story block building on California Avenue. All of which will result in the destruction of much needed foliage of trees and green space.

Second, the property has been tipped so that automobile egress is no longer from Ocean Avenue or Wilshire but on the two lane streets of 2nd and California. 2nd street already has a hotel with its traffic plus proposed 40 units of affordable housing, all of this suggests traffic jams waiting to happen.

I5-1

As for California Avenue: this is and always has been a residential street which ends at Ocean Avenue or down the California Incline. There is already tremendous amount of pedestrian travel, dog walking, automobiles and other mobility devices which must either turn on to Ocean Avenue or go down the Incline.

The thought of the new proposed driveway from an underground garage onto to California Avenue is a design for traffic jams, and worst still, accidents.

Finally, 60 luxury condominiums are planned for the project. Do we need these in a community which is focused on adding more affordable housing for middle and lower income residents? I don't think so.

These are my areas of most concerns though I have many more. Please send the Miramar people back to the drawing board and let the community respond to it appropriately after the pandemic is behind us.

With appreciation to all of you and all your hard work,

Dr. Eleanor Blumenberg
101 California Avenue #804
Santa Monica, CA

Comment Letter I5

Eleanor Blumenberg

Response to Comment I5-1

The comment expresses an opinion regarding the current design of the Project opinion that it is the worst to date in terms of environmental and suitability. The comment focuses on the development on the Hotel Parcel and raises issues regarding the size of the Project, location of vehicular access, and the provision of market rate housing. These issues are addressed below.

The comment also expresses concern regarding the comment period occurring during a pandemic. It should be noted that the public comment period for the Draft EIR was originally noticed for 60 days, which exceeded the minimum 45-day comment period required by CEQA. In recognition of the pandemic, the public comment period was further extended by an additional 30 days – providing a comment period of 90 days total (3 month) for the Draft EIR. The City believes that the extended comment period provides sufficient time for public comments on the adequacy of the Draft EIR. With regard to the commenter's statement that the City is unable to hold a public meeting or forum to discuss the proposed project, it should be noted that the City does not typically hold such a meeting to receive comments on the Draft EIR nor is the City required to under CEQA. Rather, members of the community will have the opportunity to provide comments on the Project itself prior to and during the Planning Commission and City Council hearings for the Project.

With regard to the size of the Project, as indicated in EIR Section 4.12, Land Use and Planning, the Hotel Parcel is designated Ocean Transition (OT) with an Established Large Site (ELS) Overlay designation. The designation allows a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Project would have a range of building heights from 76 feet to a maximum of 130 feet and a 2.6 FAR; therefore, the Project would be consistent with the DCP. Historically, the Miramar Hotel has been known for its lushly landscaped grounds, which today are largely hidden behind walls and fences and not readily accessible or inviting to the public. The Project would remove perimeter walls and fences and surface parking along Wilshire Boulevard and Ocean Avenue to reopen the Hotel Parcel and restore the garden identity to the Hotel Parcel with a drought tolerant but abundant plant palette. The plan would feature the Moreton Bay Fig Tree and would include a landscaped open space around the City-designated Landmark in the shape of a partial ellipse (The Miramar Gardens) with terraced gardens stepping down to the publicly-accessible open space located at the corner of Ocean Avenue and Wilshire Boulevard (The Public Garden Terraces). The Project would also include the Palisades Gardens, a formal garden that reintroduces the historic entry to the Palisades Building. In addition, EIR Section 4.3, Biological Resources, provides an analysis of the street trees. As indicated in Section 4.3, although the Project would result in the removal of two street trees, one on the west side of 2nd Street and one on Ocean Avenue, to accommodate vehicular access to the Hotel Parcel, replacement trees would be planted consistent with the Urban Forest Master Plan.

In terms of vehicular access, as shown in Figure 2-7, vehicular access would be provided at: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary employee access on California

Avenue located approximately 100 feet east of Ocean Avenue, and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidate trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts (typically two shifts per day). Based on draft plans provided by the Applicant, the number of parking spaces proposed for access from California Avenue is 103 employee spaces. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park.

In addition to the 60 proposed market rate condo units provided on the Hotel Parcel, the Project would also be required to provide affordable housing. As described in EIR Chapter 2, Project Description, up to 48 affordable housing units would be provided on the Second Street Parcel. The combination of market rate and affordable housing units provided by the Project would help the City towards alleviating increased housing demands.

Comment Letter I7

From: Thomas Boysen
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Terry O'Day; David Martin; Roxanne Tanemori
Subject: Please Stop the Miramar Blow Out Expansion
Date: Monday, May 18, 2020 2:39:44 PM

EXTERNAL

Hello Ms. Kwok & City Leaders,

Thanks for your service to the City of Santa Monica. We have lived here 25 years and enjoyed it very much.

Please do NOT approve the Miramar Blow Out project. (Note that my comments apply to pre- and post-Pandemic conditions.) I7-1

1. The Miramar project will further divide Santa Monica north to south. We live near Pacific and Fourth streets and own a condo unit on San Vicente near Fourth St. Just getting back and forth is getting harder and harder as more and more high rise structures are built on our three main avenues of access: Ocean Avenue, Fourth St., & Lincoln Blvd. During drive time, just getting to the Palisades Park, the California Incline, the bank, Vons, the promenade, the library or the YMCA is very unpleasant and dangerous. I7-2
2. The Miramar project will spoil a lovely neighborhood. The safety, tranquility, esthetics and live-ability issues are all big negatives. Bringing that many cars into such a small area will negatively change the character of the whole area. I7-3
3. Approving the project will just encourage other developers to mount ever more intrusive projects. The Miramar message to developers is that, if you just hang around long enough and spend enough money on promotion, you will erode the discipline of local government and have it your way. I7-4

I7-5

I know Santa Monica is having tough budget times and needs to develop new revenue streams as well as cut back employee costs and city services. The revenue generated by the Miramar Blow Out Expansion and other projects of it ilk is not worth the ruination of our City.

The Miramar Blow Out was a bad idea when it first surfaced some years ago and it is still a bad idea. Please vote NO!

Thank you for your consideration of my opinion.

Thomas C. Boysen
320 Pacific St.
Santa Monica, CA 90402

Comment Letter I7*

Thomas Boysen

Response to Comment I7-1

The comment expresses general opposition to the Project and will be provided to the decision makers for review and consideration. Specific objections to the Project are provided below.

Response to Comment I7-2

The comment expresses concern regarding development in the City and does not address the adequacy of the EIR. The comment will be provided to the decision makers for review and consideration.

Response to Comment I7-3

The comment expresses an opinion regarding the effects of the Project on the safety, tranquility, aesthetic and livability in the area. The comment refers to the increase in cars that would occur. The EIR evaluates environmental effects of the Project in accordance with CEQA Guidelines. Section 4.1, Aesthetics, provides an analysis of potential aesthetic impacts and is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). Section 4.17, Transportation, provides an analysis of potential traffic impacts.

Response to Comment I7-4

The comment expresses concern regarding the process and the City's message to developers. The comment does not address the adequacy of the EIR. The comment will be provided to the decision makers for review and consideration.

Response to Comment I7-5

The comment expresses opposition to the Project and will be provided to the decision makers for review and consideration.

* Note – Letter I6 was removed as it was a duplicate of Letter I50. Therefore, the letter numbering goes from I5 to I7. See Letter I50 for the duplicate letter.

Comment Letter I8

From:	Elena Christopoulos
To:	Rachel Kwok; Ted Winterer; Terry O'Day; Sue Himmelrich; Mayor Kevin McKeown; Ana Maria Jara; Greg Morena; Gleam Davis
Cc:	Richard Brand; Richard Brand
Subject:	Miramar Plan Draft EIR comment
Date:	Tuesday, May 19, 2020 4:10:16 PM

To Whom It May Concern:

We are writing this email in the capacity of two very happy 12-year residents of Downtown Santa Monica. We have reviewed the DEIR with a specific focus on sustainability and historic preservation, which is our respective professional backgrounds and overall, we found the DEIR to be quite positive. We hope in the future that other people can enjoy Downtown living and believe this new building will add tremendously to the overall environment of Downtown Santa Monica.

With respect to housing, we were impressed with the 108 new residences with a minimum of 50% affordable new residential units provided so close to public transportation. This project will contribute to the range of affordable housing which supports the City's sustainability goals.

With regards to our neighborhood compatibility, the project will provide open space and new landscaping to enhance the character and the pattern of development in the Downtown core. The project will provide generous pedestrian walkways which are needed in our neighborhood.

The project will contribute to the economic vitality of the city through the redevelopment of the hotel as well as the provision of retail uses on the Hotel Parcel. The project would increase the City's tax revenues generated by the Miramar Hotel and visitor operations and would enhance property taxes from the new market rate housing units on the Hotel Parcel. I8-1

From a historic landmarks' perspective, we appreciate how the design of the new hotel is literally centered around the City of Santa Monica Landmarked Moreton Bay Fig Tree. The new design also incorporates better handicap accessibility from the surrounding public sidewalks with a raised entry podium to the adjacent grade levels to facilitate access to the six-story City of Santa Monica Landmarked Palisades Building as well as the California and Ocean Buildings.

Santa Monica is jobs rich and housing poor. This project will provide more housing, more affordable housing to our neighborhood, and we welcome this project with open arms.

Sincerely,

Elena Christopoulos, Commissioner on the Status of Women, City of Santa Monica

Richard Brand, AIA, Landmarks Commissioner, City of Santa Monica

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Comment Letter I8

Elena Christopoulos

Response to Comment I8-1

The comment provides support for the Project, outlines the Project's benefits including those related to housing, neighborhood compatibility, pedestrian design, economic effects, and historic preservation. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I9

From: Crawford, Don R
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar Project and building low income housing on 2nd Street, Downtown Santa Monica
Date: Friday, May 22, 2020 3:51:35 PM

EXTERNAL

Dear Planning Commission

I am writing to express my concerns, and the concerns and objections of my neighbors to the proposed development of the Miramar hotel and specifically the planned housing project on 2nd Street.

I live at 1118 3rd Street, directly behind the planned Low Income building (right behind the parking lot near the Huntley, on 2nd Street). I am on the 5th floor facing west. I purchased my residence in March 2019 and currently have open views to the ocean. If approved, this proposed building will completely block not only the ocean view but all light and air flow. We will have people staring directly into my residence from about 20 feet away. Further, both my fiancé and I work from home (even when not in COVID times) more than 70% of the time. Both during the construction period and after, I am afraid that this will no longer be possible.

I originally came to Santa Monica for a 6 month consulting project at Activision but I fell in love with this area so I moved out here permanently when my project ended in Fall of 2007. I consider myself blessed to live at this location and have many Santa Monica businesses as my clients (Leaf Group, Headspace, Tastemade, to name a few). I love that I am able leave the car parked and rarely have to drive given that there are so many fine establishments in this great city within a few blocks. This is especially important to me given that I have C5-6 spinal cord injury and am in a wheelchair. I9-1

Over the 13 years I have lived in Santa Monica, I have seen major changes to this city, most for the good, but I have also seen major increases in traffic, homelessness, and continued closures and vacancies of dining and retail. The further development of the Miramar site is only going to add to this. What is now a quiet and charming neighborhood with gentle traffic will become a noisy traffic gridlock on 2nd Street and California, not to mention the added pollution it will bring.

I ask you to please reconsider this project.

Please do not hesitate to reach out to me at the contact info below if there is any way that I can be helpful with regards to this issue.

Thank you for your consideration
Don Crawford

Don Crawford
Partner

Deloitte & Touche LLP
555 West 5th Street, Suite 2700 Los Angeles, CA 90013
Tel/Direct: +1 213 593 3712 | Fax: +1 213 694 5297 | Mobile: +1 216 346 2716
docrawford@deloitte.com | www.deloitte.com

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v.E.1

Comment Letter I9

Don Crawford

Response to Comment I9-1

The comment expresses an opinion regarding the Project and will be provided to the decision makers for review and consideration. The comment expresses concern particularly with regard to the proposed housing on the Second Street Parcel and potential effects regarding views, light, traffic, and noise. These issues are evaluated in various sections of the EIR. It should be noted that the Project, including the development on the Second Street Parcel, would be consistent with the allowable uses and development standards, such as height and density, contained in the Downtown Community Plan.

With regard to views, EIR Section 4.1, Aesthetics, provides an analysis of potential impacts on public scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). In addition, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[10] As such the assessment of potential impacts to scenic vistas, which is provided for informational purposes, focuses on the public views. As shown on Figure 4.1-1, Map of View Locations, nine photo simulations were prepared to evaluate the potential visual impacts from different locations surrounding the Project Site. The figures each provide a photograph of the existing view along with the simulated composite photograph showing future conditions. view with Project implementation. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas. In addition, Section 4.1 provides an analysis of shade/shadow impacts. Based on the analysis, the Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. As such, the Project would not interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses.

While the Project would increase trips in the area, the Project would support the Land Use and Circulation Element policies that encourage alternative transportation. Specifically, the Project would: (1) represent a mixed-use development and the intensification of urban density on an infill site within the Downtown in proximity to transit (including the Expo LRT Downtown Santa Monica Station and multiple Santa Monica Big Blue Bus and Metro bus lines); (2) include pedestrian improvements along Wilshire Boulevard, Ocean Avenue, and 2nd Street (such as new sidewalks), improvements to the on-site pedestrian network, and new bicycle parking; and (3) implement a TDM program (PDF TR-1) to encourage the use of alternative transportation and reduce single occupancy vehicle trips and VMT as much as possible.

With regard to operational noise, EIR Section 4.14, Noise and Vibration provides an analysis of noise during operation. As indicated in the section, the Project would result in less than significant levels of noise during operation.

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10 *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Comment Letter I10

From: Fusun Erdim
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar Hotel Expansion Project
Date: Thursday, May 21, 2020 1:56:26 PM

EXTERNAL

To Rachel Kwok
Environmental Planner
City Planning Division

Dear Rachel,

I10-1

I have serious concerns regarding the Miramar Hotel Project, from safety and aesthetics to traffic and air pollution.

Santa Monica does not need this monster project, that was already rejected twice since 2013, last in 2018!

Athen Group is listed as the group's principal advisor. They have developed Montage properties. Montage style is totally inappropriate for an urban area, especially for a small city like Santa Monica which is at land's end.

Every single one of Montage Hotels/ properties are all huge, enormous, massive developments with a lot of empty space (with the exception of Beverly Hills property , which they just converted, I believe.)

Deer Valley, Utah, Half Moon Bay, CA, Laguna beach, CA, or Kona, HI. Their LEEDS certification means nothing for the gridlock, air pollution, resource hoarding, just unbelievable damage to our lives during a massive building project at a crucial traffic artery and junction.

Miramar's location is not suitable for such a massive development. It's location and geological placement is totally different than all the other " sensitive coastal areas" where there is ample open space, and none of those properties sit on a fragile bluff! We have lost considerable amount of bluff over the years and heavy construction and massive development will put not only the bluffs, but all neighboring residents and properties at risk.

Is the Planning Department willing to take this gamble ? If so, I hope they are ready to pay the consequences, when they go totally against the safety and interests of the residents, and endanger our lives, with increased density, traffic, pollution, noise, and crime!

Urge you to, at least, interrupt this project until COVID- 19 quarantine situation is cleared and the impact is understood!

Not only the timing is unfortunate, but it also reminds us of the ill will berated at the purchase of the property, where tax gains were made, depriving the SMMUSD schools!

This project and its owners, please, should not belong to Santa Monica!

Best Wishes

Fusun Erdim, Ph.D. E.E.
536 16th St.
Santa Monica, CA 90402-3002

Comment Letter I10

Erdim Fusun

Response to Comment I10-1

The comment expresses an opinion regarding the Project and the implications on the surrounding community and raises concerns regarding the size of the Project, land use compatibility, and proximity to the bluffs. In addition, general concern is raised regarding air quality, traffic, and noise. In addition, the letter raises concerns regarding the timing of the process in light of COVID-19. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications.

The Hotel Parcel is the northern most property located on Ocean Avenue within the DCP area and the Second Street Parcel is adjacent to the northern most property on 2nd Street within the DCP area. As indicated in Section 4.12, Land Use and Planning, with the approval of a Development Agreement, the Project would be consistent with the DCP. The Hotel Parcel is designated Ocean Transition (OT), inclusive of an Established Large Site (ELS) Overlay designation, which allows commercial uses with a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Second Street Parcel is designated as Wilshire Transition (WT) with the maximum development standards of 60 feet in height and 2.75 FAR.

With regard to geologic issues and potential seismic risks, EIR Section 4.8, Geology and Soils, addresses potential geologic and soils hazards associated with the Project, including fault rupture, ground shaking, liquefaction, dynamic dry settlement, expansive soils, and landform/landslide. The analysis based in part on information and findings included in the Preliminary Geotechnical Evaluation for an Environmental Impact Report, that is included as Appendix G-1 to the EIR. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City Division of Building and Safety, the Project would not expose people or structures to substantial adverse effects from strong seismic groundshaking or seismic-related ground failure (including liquefaction). In addition, construction and operation would not result in groundborne vibration or excessive soil saturation at the coastal bluff such that landslides would occur. Therefore, Project impacts would be less than significant.

The EIR provides analyses of the issues raised. Please refer to EIR Section 4.2, Air Quality for an analysis of air quality emissions; EIR Section 4.14, Noise and Vibration for an analysis of noise; and Section 4.17, Transportation, for potential traffic impacts.

Comment Letter I11

From: Suzan Filipek
To: Rachel Kwok
Cc: baytowersoffice@gmail.com; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin
Subject: Miramar Hotel Project
Date: Thursday, May 21, 2020 8:18:20 AM

EXTERNAL

To Rachel Kwok,
Environmental Planner,
City Planning Division, Santa Monica:

I11-1

I have been following along the plans at the Miramar Hotel for the past decade, and this latest push seems to be especially troubling from not only aesthetic and safety concerns but we are not even able to have public community meetings given our safer at home order per the coronavirus.

This project, if approved, would ruin the way of life as we have known it the past several decades. I first moved here in the late 1970s, and the Miramar has served as a buffer between the commercial and residential areas. With this project, that buffer would be gone, leaving us exposed to to the incoming and outgoing of traffic every day and night from the proposed California Avenue underground parking lot. The narrow, two-lane avenue is already crowded with cars, bikes, motorcycles and more to and from the California Incline, plus all of the pedestrians, young and old, families and tourists, and our neighbors heading to Palisades Park, the beach, the Promenade. Wilshire and Ocean are four-lanes wide and seem to me to be much better alternatives.

Air pollution and density in the area would increase multifold as the project will add 60 "luxury" condos and hundreds of cars to our picturesque, quiet haven in a bustling city. And, moving the entrance to Second St. from Wilshire, will only add to the back ups.

Please consider the residents who call this area home when making your decisions.

Thank you.

Suzan Filipek
101 California Avenue
Santa Monica, Calif. 90405

May 21, 2020

Comment Letter I11

Suzan Filpek

Response to Comment I11-1

The comment expresses an opinion regarding the Project and the implications on the surrounding community and raises concerns regarding vehicular access, air quality, and density of the Project. The comment is noted for the record will be provided to the decision makers for review and consideration. In addition, the letter raises concerns regarding the timing of the process in light of the City's safer at home order. It should be noted that the public comment period for the Draft EIR was originally noticed for 60 days, which exceeded the minimum 45-day comment period required by CEQA. In recognition of the COVID-19 pandemic and stay at home orders, the public comment period was further extended by an additional 30 days – providing a comment period of 90 days total (3 month) for the Draft EIR. The City believes that the extended comment period provides sufficient time for public comments on the adequacy of the Draft EIR. In addition, during the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications.

With regard to the size of the Project, the mixed use Project would provide commercial and residential uses within the Downtown. As indicated in EIR Section 4.12, Land Use and Planning, with approval of the Development Agreement the Project would be consistent with the DCP in terms of uses, height, and FAR.

In terms of vehicular access, as shown in EIR Figure 2-7, vehicular access would be provided at: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary employee access on California Avenue located approximately 100 feet east of Ocean Avenue, and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. Based on draft plans provided by the Applicant, the number of parking spaces proposed for access from California Avenue is 103 employee spaces. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street.

The EIR provides analyses of other issues raised. Please refer to EIR Section 4.2, Air Quality for an analysis of air quality emissions and Section 4.17, Transportation, for an analysis of traffic impacts.

Comment Letter I12

From: Albin Gielicz
To: Rachel Kwok
Cc: Kevin McKeown Fwd; Sue Himmelrich; Ana M Jara; terry.oday@stanfordalumni.org; tedwinterer@gmail.com; greg@gregmorena.com; gleam.davis@gmail.com; Lane Dilg
Subject: Miramar DEIR - My Comments - Please Read
Date: Friday, May 15, 2020 12:44:06 PM

EXTERNAL

Dear Rachel,

I am writing today to show my support for some of the key findings in the Draft Environmental Impact Report for the proposed redevelopment of the Miramar Hotel.

There are a plethora of positive findings that this analysis points out but these are of particular importance and benefit to Santa Monica.

1.) Much More Sustainable

- A new Miramar would minimize the green house gas emissions relative to the existing hotel by reducing energy use and incorporating water conservation, energy conservation, tree-planting and other features consistent with the City's Green Building Code, the Sustainable City Plan and the Climate Action and Adaption Plan.
- There is predicted to be an approximately 33% reduction in water use compared to the current facility.
- The new project will connect to the City's distribution line for recycled water located beneath Ocean Avenue in case more recycled water is needed for irrigation of the increased open space.

I12-1

2.) Protecting the Moreton Bay Fig Tree and Palisades Building

- There are two on-site historic resources and City-designated landmarks, the Palisades Building and the Moreton Bay Fig Tree. The Project would retain and protect these historic resources.
- The new Ocean and California Buildings and landscape gardens would form a series of elevated terraces to create a partial ellipse around the Moreton Bay Fig Tree as the heart of the plan.
- The area under the Moreton Bay Fig Tree would include a deck at the same elevation of the new open space known as the Miramar Gardens that would allow for the public enjoyment of the tree while protecting the roots per the direction of the Tree Protection Plan.

3.) Economic Impacts

- These are more important now than ever. This new hotel will attract luxury travelers back to Santa Monica. As we depend on the TOT our hotels contribute to the General Fund, we must consider that the current Miramar contributes 8% (pre-COVID-19) of the TOT collected citywide. This number is likely to grow once we have an updated, modern and more competitive property in Santa Monica.

I12-1 (con.)

Please keep these factors in mind as you decide to move this project along.

Regards,

Albin Gielicz
511 Montana Ave.

Comment Letter I12

Albin Gielicz

Response to Comment I12-1

The comment provides support for the Project, outlines its benefits as they pertain to sustainability, historic preservation, and economic impacts. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I13

From: Laura Gillette
To: Rachel Kwok
Cc: Ted Winterer; Ana Jara; Terry O'Day; kevinmckeown@smgov.net; Gleam Davis; Greg Morena; Sue Himmelrich
Subject: Miramar Project and DEIR review
Date: Friday, May 22, 2020 4:25:01 PM

EXTERNAL

Dear Ms. Kwok:

I am writing to voice my support for the Miramar redevelopment project. I strongly believe that the envisioned result of this effort will be a substantial asset to the Santa Monica community and that it is currently represented by a solid plan that is worthy of broad support.

I understand that there have been some objections voiced following the release of the Miramar DEIR, so I am compelled now to write and point out some of the strengths of both the process and the project design as I see them.

The process leading up to the Miramar Project plan now being reviewed has been a long, thoughtful and inclusive one. The team leading this process has consistently made every effort to reach out to the community-at-large and to be transparent as the project has evolved over time, largely as a result of community concerns and interests. I know this because I have been invited numerous times throughout the development of the plan to provide feedback and input, both as a member of the local neighborhood community (I live in the Wilmont area) and also as a representative of the many Santa Monica residents who are committed to environmentally sound and sustainable efforts on every front.

The resulting project design, which has evolved significantly to address every community benefit and sustainability objective possible, is both beautiful and sustainable to minute detail. Great thought and effort has gone into a plan that embraces water and energy conservation and other aspects of sustainability to meet, and in some areas exceed, not just current standards, but also to anticipate future needs and the impacts of Climate Change. There are many exemplars to be found in this plan that will serve as models for what ongoing development should be pursuing. I13-1

Great care has also gone into retaining and honoring the historic identity of the hotel and its role as a local landmark. The architectural design and even the landscaping, which is designed to complement and highlight the iconic Fig Tree, all pay homage to the hotel's iconic status. And while the hotel's existing character has been preserved, the new design manages to make a number of intelligent and attractive changes that will make it a more accessible, beautiful and fun destination for both guests and the local community.

The Miramar leadership and design team have demonstrated at every turn that they care deeply about producing a project that will be both a source of community pride and a model of what can be done when sustainability is prioritized in every aspect of design and functionality. So I reiterate my belief that this is a solid plan, into which a great deal of time and care has been invested, and that the result promises to be a redesigned Miramar Hotel that will be a wonderful asset to the Santa Monica community.

Very sincerely,

Laura Gillette

Steering Committee and Advisory Board, Climate Action Santa Monica Santa Monica, and SM resident for almost 20 years.

Comment Letter I13

Laura Gillette

Response to Comment I13-1

The comment provides support for the Project - in particular, the commenter supports the community engagement process, the project design, the sustainability benefits, architectural design, and historic preservation of the Project. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I14

From: Colby Goff
To: Rachel Kwok
Cc: Terry O'Day; David Martin; Roxanne Tanemori Roxanne.Tanemori@SMGOV.NET Ted Winterer; Lane Dilg; Gleam Davis; greg@gregmorena.com
Subject: Support for the Miramar Hotel Project
Date: Saturday, May 23, 2020 1:03:27 PM

EXTERNAL

Dear Rachel,

I am writing to voice my enthusiastic support for the Miramar project. I have lived in Santa Monica for 22 years, we are raising our kids here, we own businesses in the City and we are incredibly proud to be a part of the community. In addition to the parks and wide beaches, there are certain iconic fixtures in the City that define Santa Monica's character for us—the Pier, Third Street, Bergamot Station, City Hall, and the Fairmont Hotel all fall into this camp for our family.

When friends and relatives visit, we recommend The Miramar as Santa Monica's most classic place to stay. We point out it is the hotel where Presidents stay when they are in town, we talk of its history. It's also where our restaurants participate in various charity events each year to raise money for local causes; it's where we take our kids each holiday season to celebrate with neighbors at the tree lighting ceremony.

Although the Hotel embodies a very "town center" spirit for our family, it also feels tired and architected for a time of the past—inefficiently designed for the world today and the experiential goals of the community. This project has been in the planning process for many years and has been modified multiple times during that process. The new vision has been thoroughly vetted by the community and it is time to support realizing the vision. At a time when the City has been devastated by Coronavirus, this project will be a symbol of positivity and resilience—an example of the City navigating our way out of the current cloud of uncertainty with a view to the future, with economic and community benefits that come along with the next generation of the iconic hotel. I14-1

In this depressed environment the community needs positive visionary projects to rally around. We need projects that emphasize the unique character of Santa Monica but will simultaneously help return the City to prosperity. And we need to get started.

Thanks for your consideration.

Colby Goff

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Colby Goff

www.rusticcanyonfamily.com

Comment Letter I14

Colby Goff

Response to Comment I14-1

The comment provides support for the Project – including the Miramar Hotel's sense of place, as well as its economic and community benefits. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I15

Valerie Griffin
Santa Monica, CA 90403

May 22, 2020

rachel.kwok@smgov.net

Subject: Miramar Draft EIR

The benefits of the proposed Miramar project appear to significantly outweigh any negative impacts of the project.

Of course, it's a benefit to modernize the site. A modern design that truly incorporates the landmarked building and marvelous tree while celebrating the ocean and park will benefit the City while providing much-needed revenue. The benefits of modernization are well-documented in the DEIR, so I won't reiterate them here.

The impact on the local parking stock is worth noting. Several years ago, I wanted to quantify the impact of Miramar workers on neighborhood street parking. Because the information was not otherwise available, I counted street parking spaces on both sides of the street in the area from Ocean and Wilshire to 4th and Washington. At that time, there were 479 street spaces. I assume the number of spaces hasn't changed significantly. Published estimates indicated that approximately 125 Miramar workers could not park on site. Instead, they use over 25% of nearby parking spaces. By providing convenient, adequate parking, this project can essentially increase the amount of parking available to the neighborhood.

I15-1

I live just north of Wilshire and enjoy going to the Promenade when there isn't a pandemic. Over the last several years, I have been concerned with the Promenade's increasing "tilt" toward the southern end. Having a revitalized Miramar with shops and access to an inviting open area can help pull people north.

I like walking. I don't like the existing transition from Wilshire to Palisades Park. I don't like the driveway in the middle of Fortress Miramar. The proposed design will be much more inviting to pedestrians. Having a visual connection between the hotel space and the park will enhance both. Perhaps a public benefit could include something specific for the park. After all, the hotel will significantly benefit from its proximity to the park. Another benefit might be to enhance transit along Wilshire all the way to Ocean.

Many of us have enjoyed outdoor events at the Miramar, including their holiday event Under the Fig Tree. Having a designed open space with a view of the park and the ocean will make such outdoor events even nicer!

Valerie Griffin
valeriegryphon@gmail.com

310 486-0753

Comment Letter I15

Valerie Griffin

Response to Comment I15-1

The comment provides support for the Project – particularly, its architectural design, provision of on-site employee parking, pedestrian-orientation, and open space. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I16

From: MICHAEL GRUNING
To: Rachel Kwok
Cc: Ted Winterer; Ana Jara; Terry O'Day; kevinmckeown@smgov.net; Gleam Davis; Greg Morena; Sue Himmelrich
Subject: DEIR Comment-proposed Miramar Project
Date: Wednesday, May 20, 2020 4:01:19 PM

EXTERNAL

Dear Ms. Quok,

My name is Dr. Mike Gruning and as a 20-year resident of Santa Monica, my involvement in the community is as follows:

I am a Past Chair of the Santa Monica Chamber of Commerce, I am a Past Vice President of the Santa Monica Symphony, I am a Steering Committee member of CEPS (Community for Excellent Public Schools) and lastly I am on Parish Council at Saint Monica Church.

Why the proposed Miramar Project should be approved now, is more obvious than ever. The City is faced with making Draconian cuts to all the services that we have come to expect and hold near and dear. The Miramar Project would go a long way to offsetting those shortfalls in revenue caused by the current crisis, which will have no short-term remediation.

It will provide hundreds of good paying union jobs during the construction phase.

It is an environmentally sensitive LEED certified project that will preserve our landmark Moreton Bay Fig tree.

It will have that long sought-after paradigm in Santa Monica of mixed-use. Retail shops and restaurants will generate foot traffic as well as sales tax revenues and the market rate condominiums will provide additional revenues through property tax assessments.

There will be additional well paying union jobs at the hotel and the current impact to neighborhood parking will be mitigated by on-site parking for them.

Most important fiscally however, is the 14% transient occupancy tax which will generate millions of dollars, some of which can be used to offset the shortfall in assistance to our Santa Monica's Public Schools.

The design by Pelli & Son is Iconic and blends beautifully into its ocean view site. The public will be able to enjoy the park-like setting on its western front and the meeting spaces can be used for many Community organizations.

The Miramar has long been a stalwart supporter of the City and it's many nonprofit and charitable organizations and will have an even greater ability to do so in its new iteration.

Former Mayor Bobby Shriver from the dais said "What Santa Monica needs is more hotels". Why? Because the are green, don't impact traffic because most hotel guests don't bring their own cars, and provide a predictable long-term funding stream for the City.

I urge you to support this Project which will generate a spark to revitalize our economy and be

I16-1

a magnificent Beacon of what Santa Monica can be. I16-1 (con.)

Sincerely,

Dr. Mike Gruning

Mike Gruning | Pence Hathorn Silver

310.741.1713 | www.phsrealty.com

1333 Montana Avenue
Santa Monica, CA 90403

Comment Letter I16

Mike Gruning

Response to Comment I16-1

The comment provides support for the Project, citing its economic benefits, union jobs, suitability, historic preservation, architectural design, open space, and views. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I17

From: Avedis AVO Guerboian
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Gleam Davis; Terry O'Day; Greg Morena; Sue Himmelrich; Ted Winterer; Ana Maria Jara; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar Draft EIR
Date: Tuesday, May 19, 2020 1:12:43 PM

EXTERNAL

To Ms. Kwok and our City Leaders,

I'd like to convey my gratitude for the stellar efforts in keeping our city safe during what is obviously the most difficult situation we've all experienced. As a native resident of Santa Monica, I am proud of how our officials have supported our community. I am also an independent retail business owner that has been severely impacted with closing my shop. Hotels and retail businesses like mine are suffering and the associated revenues from these businesses that our City depends on have been significantly reduced.

That said, I'm glad that the Miramar has a long view of Santa Monica and is still coming forward with their plans for the Miramar site and that people with vision are still willing to reinvest in this community, this City, and our services. The new Miramar hotel and its job creation and enhanced tax revenues are going to do wonders for our economic recovery and bringing Santa Monica back as a world-class destination. I think it's vitally important for our City to proceed with the Miramar project as part of a larger economic recovery plan that will ensure the essential City services and programs that we have all come to enjoy. I support the Miramar redevelopment and the associated economic and community benefits that it will bring to our City. I17-1

Sincerely,

Avedis "Avo" Guerboian

Comment Letter I17

Avedis Guerboian

Response to Comment I17-1

The comment provides support for the Project, particularly its economic benefits. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I18

From: Eddie Guerboian
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Gleam Davis; Terry O'Day; Greg Morena; Sue Himmelrich; Ted Winterer; Ana Maria Jara; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar DEIR comment letter
Date: Tuesday, May 19, 2020 12:05:49 PM

EXTERNAL

Dear Ms. Kwok,

The Miramar redevelopment project has been working through the City for years with many different plans presented to the community. I feel, the latest architectural plan from the remarkable Pelli Clarke of Pelli Architects is a crown jewel for Santa Monica and will create significant and much needed new tax revenues to help our City's long-term economic recovery plan. My theme during my tenure as Chairman of the Board of Santa Monica Chamber was "Santa Monica is a Gem of a City" and I still feel strongly that with this beautiful development, our City will continue to be a Gem.

As a resident and businessman here in Santa Monica for over 45 years, I recognize the importance of giving back to the Community as I did during my years as a businessman. As you may be aware already, the Miramar leadership team has been active members of our community and strong partners and supporters of the local charitable organizations across our City including the Santa Monica Education Foundation, the Boys and Girls Club, PAL, Meals on Wheels, the Santa Monica History Museum, the Westside Coalition, the People Concern and Westside Foodbank, annual MLK Coalition breakfast sponsorship for over 1,000 attendance; including the fabulous/famous "Meet me under the Fig Tree" Holiday celebration for the residents of our wonderful community; just to name a few. We should support local developments that follow the customs of our great City and have taken the time to be part of our community, supported local organizations and engaged in meaningful dialogue with our residents, as the Miramar has done. I18-1

I support the findings in the Draft EIR and look forward to the Planning Commission and City Council discussions on this amazing and much needed project for our great City!

In gratitude,

Eddie Guerboian
(310) 866-1349

Comment Letter I18

Eddie Guerboian

Response to Comment I18-1

The comment provides support for the Project, citing its architectural design, economic benefits, and contribution to the community. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I19

From: Carl Hansen
To: Rachel Kwok
Cc: kevinmckeown@smgov.net; Terry O'Day; Gleam Davis; Sue Himmelrich; Ana Jara; Greg Morena; Ted Winterer
Subject: Fairmont Miramar Hotel - Draft EIR Comments
Date: Friday, May 22, 2020 12:04:39 PM

EXTERNAL

Dear Rachel,

As a resident living only a few blocks from the Fairmont Miramar Hotel in the Wilmont neighborhood and someone who is building a career in the alternative transportation industry, I wanted to express my appreciation for the enhanced TDM program laid out in the Draft EIR for the Fairmont Miramar Hotel redevelopment.

I was particularly thrilled to see the inclusion of unbundled car parking, bicycle parking (including lockers and showers), and employer-subsidized transit passes. As we plan for our future, TDM programs like this present the kind of holistic approach to reducing the demand for cars that is essential to address climate change and traffic.

While there is much uncertainty regarding how the coronavirus will reshape our daily lives, it is clear that this is an important time to reassess our priorities. This is especially true with respect to transportation. In her May 14th article in City Lab, Laura Bliss, lays out a few possible futures for transportation after COVID-19. She shows that without proper planning, we could swing right back to the same (or worse) traffic, C02 emissions, and polluted air we had before. A better path is possible, and I am hopeful that we can avoid that fate. For this project's EIR and others that will come before you soon, I hope you will look through the lens of a more sustainable, post-coronavirus future and study closely the ratio of car parking needed relative to non-automobile alternatives like bikes and scooters.

In addition to the TDM elements mentioned above, this project would help provide good paying jobs, desperately needed affordable housing, and substantial city tax revenue. Projects, like this, that will support our city's economic recovery should be brought to the front of the line for review.

I19-1

Thank you,

Carl Hansen
e: cjh268@cornell.edu
c: (760) 613 - 4290

Comment Letter I19

Carl Hansen

Response to Comment I19-1

The comment provides support for the Project – particularly for the Project's TDM progam, sustainability, jobs, and tax revenue. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I20

From: Samuel Harwood
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Longtime Santa Monica Resident Against the Miramar Expansion
Date: Wednesday, May 20, 2020 6:22:25 PM

EXTERNAL

To Rachel Kwok, Environmental Planner, City Planning Division:

I20-1

I am writing to voice my strong opposition against the proposed expansion of the Miramar, a project which the city is regrettably considering at a time when Santa Monica residents are unable to properly voice their concerns given the limitations of the quarantine.

While the entirety of the project - including the parking garage across from 101 and the relocation of the main entrance to 2nd street - is disturbing, I am mainly concerned with the proposed building of 60 luxury condos on the current property and an eight story black-box building at California and Ocean.

Both projects would add hundreds of autos, intensifying traffic in an already congested area and increasing air pollution. They would further impose the soulless modern aesthetic that for years now has sought to displace the kind of architecture that makes Santa Monica special. And, given the already approved building of 105 units (only 8 of which designated affordable) replacing the bowling alley on 3rd and Pico, the area is already set to be crowded enough.

I have lived in Santa Monica for 22 years and the City's increasing favorability to wealthy developers at the expense of the small businesses that form the core of the community is deeply disheartening. Whatever the intentions of the members of the council, their actions have shown outright contempt towards these business and longtime residents. To allow the Miramar expansion to pass at a time when these businesses are unable to operate and residents can't approach the council in person to voice their concerns would be a betrayal to the people the council was elected to represent.

I urge you to HALT the Miramar expansion.

Sincerely,

Samuel Harwood

Comment Letter I20

Comment Letter I20

Comment Letter I20

Samuel Hardwood

Response to Comment I20-1

The comment expresses opposition to the Project focusing on the Hotel Parcel. The comment raises concerns regarding the provision of the condos, the appearance of the project, garage and vehicle access, and traffic. The commenter's opposition to the Project is noted and will be forwarded to decision makers for review and consideration.

With regard to Project's aesthetic impacts, as indicated in EIR Section 4.1, Aesthetics, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). As shown on Figure 4.1-1, Map of View Locations, nine photo simulations were prepared to evaluate the potential visual impacts from different locations surrounding the Project Site. The figures each provide a photograph of the existing view along with the simulated composite photograph showing future conditions.

In terms of the garage vehicular access, as shown in Figure 2-7, vehicular access would be provided at: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) a secondary employee access on California Avenue located approximately 100 feet east of Ocean Avenue, and (iii) a modified entry and access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. With regard to traffic, EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts.

Comment Letter I21

From: Janet Heinle
To: Rachel Kwok
Subject: MIRAMAR expansion
Date: Saturday, March 14, 2020 2:33:44 PM

EXTERNAL

As a neighbor to this building please register me asNOT WANTING THIS TO GO through. Enough is enough were don't need any more giant building because Michael Dell does. STOP THE MIRAMAR. I really thought this was dead! But here we are again.ENOUGH IS ENOUGH RESIDENTS MUST BE HEARD! I21-1
Janet Heinle
1047 Lincoln Blvd 90403
Response requested!

Comment Letter I21

Janet Heinle

Response to Comment I21-1

The comment expresses opposition to the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I22

From: Hindshaw, Ivan
To: Rachel Kwok
Cc: Mayor Kevin McKeown; gleam.davis@gmail.com; Terry O'Day; Ana Maria Jara; Greg Morena; Sue Himmelrich; David Martin; Roxanne Tanemori; tedwinterer@gmail.com; Lane Dilg
Subject: Miramar DEIR Comment Letter
Date: Tuesday, May 19, 2020 7:09:55 PM

EXTERNAL

To Whom it May Concern;

I am writing as a long-time resident of Santa Monica to support the proposed redevelopment of the Miramar Hotel. I have seen first-hand how the Miramar team has worked hard to evolve their project over a significant period of time, working diligently with the community to ensure resident input on their proposed plan.

My family and I are regular patrons of Fig Restaurant and The Bungalow and have watched how under current ownership, the Miramar has continued to blossom and play a key role in our community. We travel often for work and pleasure and while we love the Miramar dearly, the physical property is over-due for a major makeover and re-positioning.

Given the economic crisis that we are all facing, I understand the tremendous value that this high-quality, thoughtfully designed project will create during these uncertain times.

I wholeheartedly encourage you to support this project.

I22-1

Best regards,
Ivan Hindshaw

Ivan Hindshaw
Partner
Bain & Company, Inc. | 1999 Avenue of the Stars | Suite 3800 | Los Angeles, CA 90067 | United States
Tel: +1 310-229-4622 Fax: 1 310 229 3050 Mobile: +1 310-849-5719
Web: www.bain.com | Email: Ivan.Hindshaw@Bain.com

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Comment Letter I22

Ivan Hindshaw

Response to Comment I22-1

The comment provides support for the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

From: DONIS
To: Rachel Kwok
Subject: The Draft environmental about the proposed Fairmont Miramar.
Date: Friday, March 6, 2020 1:32:58 PM

EXTERNAL

Dear Ms. Kwok
Lots of businesses are dreaming of having a Wilshire or an Ocean ave. address..The Miramar has both and wants to change them to 2d street and California avenue. On top, these narrower streets are already congested. California ave in the afternoons a long line of cars waiting and waiting, to go down the incline. 2d street has the Penthouse at the top of Huntley Hotel and especially in clear warmer days there is a line to go into the garage for the bar at the top. I seriously wonder how the developers will accommodate the Miramar traffic in conjunction with the existing traffic on these 2 narrower streets which will even be worse with the affordable housing next to the Huntley. . With the hotel rooms and the condos the Miramar will be THE major player in contributing to a huge disastrous traffic. Miramar will suffer and the residents around it will suffer, and once it is done, there will be no way back. I23-1
Very cordially
Anthony Hudaverdi
101 California # 1407
S. Monica Ca 90403

Comment Letter I23

Anthony Hudaverdi (1)

Response to Comment I23-1

The comment expresses opposition to the Project and raises a general concern regarding traffic. EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts to street intersections and segments. In addition, the section provides an analysis using the new vehicle miles travelled methodology for information purposes. As indicated in the EIR, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios.

Comment Letter I24

From: Anthonysmbt
To: baytowersoffice@gmail.com; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori; Rachel Kwok
Subject: To the planning comission and our dear council members.-Re: The Miramar
Date: Saturday, May 16, 2020 12:17:35 PM

EXTERNAL

Dear everybody
I wonder how you will be able to discuss the Miramar issue in this Virtual World and discuss an ussue that is the most important one in Santa Monica. And even if you are present physically 6 feet apart still it will be without an audience . Virtual meetings are never perfect , they may work in emergency situations and also lots of folks do not have the equipment to be able to participate. 10 years passed from the birth of the Miramar expansion issue and we know that the World is in a very uncomfortable situation due to Covid, we undertake the most important project this City is facing. Just with a move of a mouse or with a finger rub on a screen. Also the residents affected will be in a difficult situation and the developers too. I do participate in virtual meetings due to my work and the productivity compared to a real meeting is very poor. Consider virtual as a fake meeting. I24-1
With my regards,
Anthony Hudaverdi
101 California ave. # 1407
S. Monica 90403

NOTE: I DO NOT open any email with (No Subject) or (Re:) or not containing a specific subject. Also please do the same. I always put a detailed subject that shows it is from me in a personal way.I also try to avoid exposing multiple emails, trying to send BCC.in order to protect recipients.

Comment Letter I24

Anthony Hudaverdi (2)

Response to Comment I24-1

The comment does not address the adequacy of the EIR and focuses on the process occurring during a pandemic and the effectiveness of virtual meetings. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications. The City is holding virtual meetings in an effort to slow the spread of the coronavirus (COVID-19). Per Executive Order N-29-20 signed by Governor Newsome on March 17, local legislative or state bodies are permitted to hold virtual public meetings via teleconferencing (without a physical location for the public to attend), as long as members of the public are allowed to observe and address the meeting telephonically or otherwise electronically, subject to specified notice and accessibility requirements. This comment is noted and will be forwarded to the decision makers for review and consideration

Comment Letter I25

From: Anthonysmbt
To: baytowersoffice@gmail.com; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori; Rachel Kwok
Subject: As an addentum to my previous Miramar letter
Date: Saturday, May 16, 2020 12:49:11 PM

EXTERNAL

Excessive underground big scale garages in this area jeopardize the stability of the structures around especially due to an earthquake on this bluff that always had problems. I assume that is why the original Miramar has surface parking Also the traffic on these narrow streets like 2d and California ave. will get so bad that even the BIRD scooters will have a problem. Not to mention life safety issues due to accidents. California ave is packed (in normal times, not in covid times) in the afternoon with a long line of cars waiting to do down the incline. So it is insult to injury. I25-1
Thank you
Anthony Hudaverdi
101 California # 1407
Santa minica Ca 90403

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Comment Letter I25

Anthony Hudaverdi (3)

Response to Comment I25-1

The comment raises concerns regarding stability of the structures in light of proximity to the bluffs and traffic as well as potential accidents.

With regard to bluff stability and potential seismic risks, EIR Section 4.8, Geology and Soils, addresses potential geologic and soils hazards associated with the Project, including fault rupture, ground shaking, liquefaction, dynamic dry settlement, expansive soils, and landform/landslide. The analysis based in part on information and findings included in the Preliminary Geotechnical Evaluation for an Environmental Impact Report, that is included as Appendix G-1 to the EIR. The Preliminary Geotechnical Investigation concluded that the excavation of soils from the Project Site during excavation processes would reduce the overall amount of soil weight that is present below the Project Site and the proposed structure would be lighter than the soil to be removed. The presence of soldier piles and tie backs in the areas of the proposed subterranean levels would also not alter the cohesion of soils in the area of the coastal bluff and Project operation would not affect the stability of the coastal bluff. As such, the excavation of soils from the Project Site would not affect bluff stability.

EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts, including safety. With regard to potential safety issues, modifications to the circulation and parking around the Project Site would reduce vehicular trips around the hotel resulting from valet trips and people looking for parking. More specifically, modifications would include the following: (i) valet parked cars would no longer need to circle the block from the existing Wilshire Boulevard entrance (during normal operations), turning onto Ocean Avenue, California Avenue and then Second Street to access the Second Street Parcel; (ii) passenger pickup/drop off services for special events under the tree would be accommodated at the new Second Street Entry and valets would no longer need to circle the block from Ocean Avenue to access parking on the Second Street Parcel or the on-site parking on Wilshire Boulevard as occurs currently during these special events; (iii) truck loading dock operations would occur in a newly designed and Code-compliant loading space on-site on Second Street so that trucks would no longer extend into the sidewalks and streets when making deliveries under existing conditions and (iv) employee parking would be accommodated on-site, rather than employees having to find off-site parking under existing conditions, which is believed to result in some daytime occupancy of unmetered on-street parking in the neighborhood and subsequent additional circulation to find available spaces and moving cars around to comply with street sweeping restrictions. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to right turn in and outs and only to employees thereby minimizing trips at that access. As indicated in Section 4.17, although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation, consolidate trips that currently circulate around the block, and minimize transportation impacts on the streets.

Date: May 19, 2020

To: Mayor McKeown, City Council Members, City Manager Dilg,
David Martin, Roxanne Tanemori

From: Jeffrey Jarow

Re: Miramar Hotel DEIR

Most importantly, I hope this finds you and your families doing well, staying safe and healthy !.

The Miramar has been key supporter of the important non-profit organizations across our City and their team have been leaders in our business community for over 10 years.

The Miramar's efforts are what I consider to be one of the most extensive community outreach efforts that I have seen on any development project in this City. The project has improved significantly over the years shaped by the City's public planning process and the Miramar team's willingness to respond and modify their proposed plan based on community feedback. I26-1

As indicated in the Draft EIR, this new plan is consistent with the City's Downtown Community Plan, is more sustainable than the existing hotel and generates significant City tax revenues, affordable housing and jobs when we need it most.

The public process has worked, and this is a project that is consistent with our City values and now more than ever should be supported by our City leaders.

Thank you

Comment Letter I26

Jeffrey Jarow

Response to Comment I26-1

The comment provides general support for the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I27

From: wendykelley
To: Rachel Kwok
Subject: Stop the miramar expansion entirely thats what i want . Make the corner a landmark bldg because that is what it is!
Date: Friday, May 15, 2020 9:22:38 PM

EXTERNAL

We do not need or want this for Santa Monica. I27-1
Wendy Kelley

Comment Letter I27

Wendy Kelley

Response to Comment I27-1

The comment expresses general opposition to the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I28

From: Mojgan Khalpari
To: Roxanne Tanemori
Subject: Stop Miramar
Date: Monday, May 18, 2020 4:33:37 PM

EXTERNAL

Dear david,
I am a owner occupant of Santa Monica Bay Towers condominiums across the street from the Miramar.

I am in agreement with Steve Linettwork. We the physicians of Santa Monica are working tirelessly at the hospital trying to save lives while Miramar is trying to take advantage of these unprecedented times to pass a project under the radar.

This is not right. Please stop this process until we are back to normal times. What they are trying to pass is too large and it will ruin all of our investments.

You should be representing and serving the people of Santa Monica not the large corporations.

Dr. Khalpari

I28-1

Comment Letter I28

Mojgan Khalpari

Response to Comment I28-1

The comment expresses general opposition to the Project and expresses concern regarding the timing of the process in light of COVID-19. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications. This comment is noted and will be forwarded to the decision makers for review and consideration. The commenter indicates they agree with comments provided by Steve Linett. Please see Comment Letter I29 and the associated responses.

Comment Letter I29

From: The Linettwork
To: David Martin
Cc: Rachel Kwok; Roxanne Tanemori; Sue Himmelrich; Ted Winterer; greg@gregmorena.com
Subject: Miramar Comment Period Extension
Date: Wednesday, May 13, 2020 5:27:17 PM

EXTERNAL

Dear David,

My name is Steve Linett, and I am chairman of the Miramar Committee at 101 California Avenue in Santa Monica, right across the street from the Miramar hotel, as well as one of the leaders of the almost 1,000 strong Santa Monicans Against the Miramar Expansion (SMAME) coalition. This was formed by our community nine years ago when the Miramar and Michael Dell tried to ruin our neighborhood by over-building the Miramar property in two separate attempts over the last nine years. Fortunately, in their wisdom, two separate city councils voted down both of those proposals..

The most obvious question here is: Why would the Planning Committee continue to pass along almost the same plan (and in some aspects worse) than the two that have already been rejected? Is the city of Santa Monica so flush with cash and resources that the city planners can afford to keep spending money trying to push through the almost identical plan, that was rejected two years ago, without demanding major changes that our community has repeatedly asked for?

The more specific point of this letter is that many of us in our coalition are very upset by what seems to be an attempt by the Miramar people, with the complicity of the planning department, to rush their project through during these unprecedented and dangerous times.

Specifically, we are concerned that, while Rachel Kwok, by extending the comment period on the Miramar plans until May 24th may sound good on the surface, it actually makes it very difficult for our coalition to make intelligent comments about the project. I29-1

We were all led to believe that almost all projects through the city would be shut down, except for those regarding essential services.

As you may remember, in the previous two times the Miramar people tried to get this through (starting in 2011), members of the community were allowed to meet with the city planners in a big room (I think in the city library) and examine the latest maps and illustrations of the project, along with being able to ask questions of each individual city planner who would have specific knowledge of various aspects of the plan. Now, as you know, we are not allowed to hold large gatherings (as is proper during the pandemic), and the community is prevented from holding the large community/planner meetings we've had in the past.

In addition, our coalition cannot even meet amongst ourselves because of the quarantine, so we can't even discuss issues between ourselves, which is necessary in order to have an intelligent unified community response.

What's particularly galling here is that the Miramar is clearly trying to take advantage of a

horrible situation where people are quarantined 24/7, are consumed with fear for their lives and their livelihoods, and are not of a mindset to review all the details of this gargantuan project to which our community has long been opposed, and the Council has rejected twice.

It's despicable for the Miramar to take advantage of this dire situation, and sneak this in under the radar, without the community being allowed to meet, and discuss it before going to the Planning Commission, as we've done with each Miramar project in the past.

The correct, and the fairest solution, we believe, is to extend the comment period by **30 days AFTER LA County lifts the quarantine for large gatherings.** Fundamental fairness requires this, especially during these perilous times. I29-1 (con.)

I would appreciate the chance to discuss this with you when you have the chance. I left you a voicemail today.

The most viable number for me during this quarantine is my home number (310 395-5514), in addition to my cell number (listed below).

Thanks for taking the time to read this, since I know how busy everybody is.

I'll give you a call.

Steve

Stephen D. Linett
Attorney at Law
1901 Avenue of the Stars
Suite 1100
Los Angeles, CA 90067
B: (310) 284-8277
C: (310) 490-0097
E-mail: linettwork@gmail.com

Comment Letter I29

Steven Linett

Response to Comment I29-1

The comment expresses concern regarding the timing of the process in light of COVID-19 and requests an extension of the comment period to end 30 days after the County lifts for quarantine so that people can meet in groups to discuss the Project. It should be noted that the public comment period for the Draft EIR was originally noticed for 60 days, which exceeded the minimum 45-day comment period required by CEQA. In recognition of the pandemic, the public comment period was further extended by an additional 30 days – providing a comment period of 90 days total (3 month) for the Draft EIR. The City believes that the extended comment period provides sufficient time for public comments on the adequacy of the Draft EIR. In addition, during the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications. This comment is noted and will be forwarded to the decision makers for review and consideration

The comment suggests that the Project as proposed is similar to previous applications. In terms of the history of the Project, as discussed in EIR Chapter 1, Introduction, the Applicant submitted an initial Application for a Development Agreement to the City Planning Department on April 27, 2011. The Project as then proposed went through the City's Float-Up process, which included two Planning Commission Hearings on February 8 and February 22, 2012, as well as a City Council Hearing on April 24, 2012. In addition, the Applicant and City held several public meetings to gain community feedback on the Project. Based on the input provided during the Float-Up and community outreach processes, the Applicant modified the Project design and submitted a revised Application for a Development Agreement on May 1, 2013. The City began the environmental review process and circulated a Notice of Preparation (NOP) to State, Regional, and local agencies, and members of the public for a 30-day period commencing May 1, 2013 and ending June 3, 2013. The City also conducted a scoping meeting on May 16, 2013. However, after initiation of the environmental review process, the City began the process to prepare the Downtown Community Plan (DCP). The Project was put on hold at the end of 2013 pending completion of the DCP, which was adopted by the City Council in August 2017. The Project was redesigned to comply with the adopted DCP, with a maximum height of 130 feet, which is considerably reduced compared to the previous application in which the Ocean Building was approximately 262 feet in height. In addition, the proposed architectural design has been revised as well. Thus, the Project has evolved over the years based on public and City input.

Comment Letter I30

From: Debra Liss
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: The Miramar Expansion - Comments
Date: Friday, May 22, 2020 1:05:58 PM

EXTERNAL

To Rachel Kwok and All Concerned,

I have lived at 123 California Avenue for more than 8 years. Soon after moving in, I attended a City Council meeting on the Miramar Expansion. It was then, as it is now in its current form, a proposal that is totally unsuited to our residential neighborhood in terms of density, environmental and health concerns, traffic and aesthetic blight - for the hundreds of those whose homes are directly affected, the thousands in the vicinity, and the tens of thousands of residents and visitors who enjoy the magnificent vista travelling West on California Avenue to the iconic California Incline.

I was totally unnerved to learn, just a few days ago, that the Planning Commission and City Council are trying to push through the public hearings on this controversial project at a time when our city is in shut-down due to COVID-19 and appropriate and in-person hearings may not be held. Indeed, when I called the Planning Commission in an attempt to get the latest renderings and environmental report – there was only a voice mail directing me to send an email which will only be checked once daily. I tried calling the Council's office, and struck out there as well. I was finally able to obtain the latest rendering (from 2018) and the nearly 1000-page environmental report from a concerned resident.

I30-1

To begin with, our city has just been hit with and enormous economic, social, and health shock that we are still immersed in and for which we have no idea what the long-term implications may be for our way of life, our businesses and our resources. **What we do know, is that in a post-COVID-19 world, cities are going to need to re-think how they view density. I find it very disturbing that the Planning Commission would consider looking at a project that was considered a high density and highly controversial project in a pre-COVID-19 world, while this crisis is still ongoing. At the very least – this needs to be considered in light of post-COVID-19 considerations. And certainly at a time when we are able to have regular public hearings.**

What is the rush in this environment to please a Texas Billionaire who has exploited a tax loophole and now wants to cash out while retaining ownership of the original property? And at the expense of the health, quality of life, and enjoyment of the residents of Santa Monica – including pedestrians, cyclists, drivers, families and the elderly. No one should be taking advantage of the public in a time of crisis.

I would implore the Council to hold off on reviewing this project until we are through the COVID-19 crisis and may properly assess this high-density project. It is striking to me that there is a proposed high-rise structure that will run the length of the entire block, on the residential side of the property,

and leave no room for light to get through. The proposed plan would have a devastating effect on California Avenue, which is home to many rent-controlled buildings and long- term residents. Ironically, it would likely drive many more residents from affordable rent-controlled housing due to the untenable conditions in terms of air quality, dust and debris, and noise that would likely last 5-8 years, than would be housed in the 30-48 affordable units proposed. Wilshire Avenue is a commercial block and yet most of the density is geared to the residential street, California Avenue. This makes no sense at all. I30-1 (con.)

Thank you for your time and consideration.

Sincerely,

Debra Liss
Resident, 123 California Avenue
debra.liss@roadrunner.com

Comment Letter I30

Debra Liss

Response to Comment I30-1

The comment expresses concern regarding the timing of the process in light of COVID-19 and suggests waiting to complete the process until we are through the COVID-19 crisis. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications. In addition, the comment raises concern regarding the density in light of the pandemic and changes that might result in urban development. While the City acknowledges that scientific data regarding COVID-19 is continually evolving, there is no conclusive evidence at this time that higher density areas are linked to higher COVID-19 infection rates. The concerns are noted and will be forwarded to the decision makers for consideration.

In addition, the comment expresses general opposition to the Project and potential environmental effects including light, air quality, noise, and location of buildings on the Hotel Parcel. These issues are evaluated in various sections in the EIR and includes an analysis of Project construction and operation. Section 4.1, Aesthetics, addresses shade/shadow; Section 4.2, Air Quality, evaluates potential air quality impacts; and Section 4.14, Noise and Vibration, evaluates potential noise. The comment suggests that construction would occur for five to eight years. For clarification, as indicated in Chapter 2, Project Description, Project construction would occur over an approximately 33-month timeframe. With regard to the location of buildings on the Hotel Parcel, the comment suggests that the massing be shifted to the Wilshire Boulevard frontage, which was an alternative suggested during the scoping process for the Project. As such, EIR Chapter 5, Alternatives, provides an evaluation of Alternative 5, Alternate Massing Alternative in which the redevelopment of the Hotel Parcel would have the same program as under the Project but the massing would be shifted towards the Wilshire Boulevard frontage. Please see Response to Comment No. O6-4 for a detailed discussion regarding Alternative 5.

Comment Letter I31

From: Shirley Loeb
To: David Martin; Rachel Kwok; Roxanne Tanemori; Sue Himmelrich; Ted Winterer; greg@gregmorena.com
Subject: Miramar Plans
Date: Friday, May 22, 2020 1:48:20 PM

EXTERNAL

I31-1

I am writing with regard to the ambitious plans for the Miramar which in my estimation and some of my neighbors will turn our beautiful Santa Monica into a more crowded, messy and unattractive city.

We are in a paradise and you as our representatives should take care to preserve it.

Do we really need more expensive condos that block views? For sure this is not a necessity.

Do we need more traffic? If anything, Santa Monica should remain available to people to walk and enjoy the beauty.

We live in one of the most glorious places on the planet and should take precautions to guard it.

Please consider imposing many limits on the Miramar's plans.

Thank you.

Shirley Loeb
Condo owner
1118 3rd Street
Santa Monica 90403

Comment Letter I31

Shirley Loeb

Response to Comment I31-1

The comment expresses opposition to the Project and expresses general concern regarding views and traffic. With regard to views, EIR Section 4.1, Aesthetics, provides an analysis of potential impacts regarding scenic vistas and scenic resources. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas. An evaluation of potential traffic impacts is provided in EIR Section 4.17, Transportation. Based on the analysis, using the LOS methodology, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments.

Comment Letter I32

From: noamlotan01@gmail.com
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori; sharilotan@gmail.com
Subject: URGENT COMMENTS on the PROPOSED MIRAMAR PROJECT
Date: Tuesday, May 19, 2020 5:58:02 PM
Attachments: image002.png

EXTERNAL

Dear Ms. Kwok,

I am writing to express my concerns, and the concerns and objections of my neighbors to the proposed development of the Miramar hotel (corner of Ocean and Wilshire Blvd.)

I live on 3rd Street, one block from the Miramar (1118 3rd Street, Apt. 401). The proposed development will be an environmental and a traffic disaster.
Adding guest room to the hotel is one thing but building 60 luxurious condominiums will bring traffic on the 2nd street / California corner to a standstill. What is now a quiet and charming corner with stop sign and gentle traffic will become a traffic gridlock, not to mention the added pollution it will bring. I32-1

It will also make pedestrian access to Palisades Park difficult. Our neighborhood, including California Avenue and Second Street, is supposed to be RESIDENTIAL, NOT COMMERCIAL.

In addition, the 7 story structure to be added (the condominiums) on 2nd Street as well as the planned building on the parking lot near the Huntley (the additional building) will completely block fresh air from the Ocean, further exacerbating the pollution from the added traffic. I32-2

I do not see how traffic in and out of the new entrance to the hotel, now planned on 2nd Street will be able to flow smoothly, given that 2nd street is a narrow 2 lane street, whereas Wilshire Blvd. is a four lane thoroughfare. It would severely add more congestion to an already dangerously crowded street that leads to Ocean Avenue and the Incline. It also would endanger the many senior citizens who live in that area. Wouldn't it make a lot more sense to put the garages on a four-lane thoroughfare like Wilshire or Ocean? I32-3

Moreover, with retail at the Promenade struggling as it is, even before the pandemic, I don't see the commercial sense of adding luxury shops at the street level. How will this help solve the many retail vacancies at the promenade.

If approved this project would ruin the beauty of our residential area that is across the street from Palisades Park and the California Incline. *My name is Noam Lotan.* As my wife Shari wrote to you, *we live on 3rd St.* and Wilshire, in the Wilshire Ocean Terrace condominium. We have only lived in Santa Monica for three I32-4

years but have enjoyed the beauty and the view from our condo.

I32-4 (con.)

I urge you to reconsider and vote down the entire proposal, or at the minimum, keep the property as a hotel, with the entrance on Wilshire, without the added condominiums.

Respectfully,

Noam Lotan
1118 3rd Street, Apt. 401
Santa Monica, CA 90403
(818)262-6874

Comment Letter I32

Noam Lotan

Response to Comment I32-1

The comment expresses opposition to the Project and will be provided to the decision makers for review and consideration. The comment raises concerns regarding traffic and pedestrian access to Palisades Park. EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts to street intersections and segments. Using the LOS methodology, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios. With regard to pedestrian access to Palisades Park, marked and signalized crosswalks are provided on Ocean Avenue at the intersections with California Avenue and Wilshire Boulevard. These crosswalks serve to provide safe access for pedestrians crossing Ocean Avenue. The Project Site is the northernmost parcel located in the Downtown Community Plan area and the property historically has been occupied by a hotel, a commercial use. The Project would redevelop the hotel and would not result in a change of use on the Hotel Parcel.

Response to Comment I32-2

The comment raises concerns with the redevelopment of the Second Street Parcel and potential effects of the proposed building relative to air and pollution. The building would not block the flow of air in the area. EIR Section 4.2, Air Quality provides an analysis of air quality emissions during construction and operation. As indicated in the section, with the implementation of Project Design Features, the Project would result in less than significant air quality impacts during construction and operation.

Response to Comment I32-3

The comment raises concerns regarding traffic and safety with regard to the vehicular access to the Project Site. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

Response to Comment I32-4

The comment expresses an opinion regarding the provision of retail space at the ground level and indicates that the Project would ruin the beauty of the residential area. The comment does not address the adequacy of the EIR. The comment will be provided to the decision makers for review and consideration.

Comment Letter I33

From: noamlotan01@gmail.com
To: Planning Commission Comments
Subject: URGENT: Building low income housing on 2nd Street, Downtown Santa Monica
Date: Wednesday, May 20, 2020 2:48:45 PM
Attachments: image003.png

EXTERNAL

Dear Planning Commission

I am writing to express my concerns, and the concerns and objections of my neighbors to the proposed development of the Miramar hotel and specifically the planned low income housing project on 2nd Street.

I live on 1118 3rd Street, right behind the planned Low Income building (right behind the parking lot near the Huntley, on 2nd Street).

If approved, this proposed low income building will completely block our fresh air from the Ocean, further exacerbating the pollution from the added traffic.
The location is exactly behind our patio and swimming pool.

If constructed, it will block visibility and fresh air from the ocean to the entire building.
As well as violate the privacy of residents using the patio and swimming pool.

What is now a quiet and charming neighborhood with gentle traffic will become a noisy traffic gridlock on 2nd Street and California, not to mention the added pollution it will bring.
I understand the need for low income housing in Santa Monica, but specially request that you select other sites for this important purpose.
We have only lived in Santa Monica for three years and have enjoyed the beauty and the view from our condo.

I33-1

Please keep it as is.

Respectfully,

Noam Lotan
1118 3rd Street, Apt. 401
Santa Monica, CA 90403
(818)262-6874

Comment Letter I33

Noam Lotan (2)

Response to Comment I33-1

The comment expresses opposition to the Project and will be provided to the decision makers for review and consideration. The comment, which is similar to Letter I32, expresses concerns regarding the redevelopment of the Second Street Parcel relative to fresh air, views, traffic and noise. The issues raised are addressed in the EIR. Section 4.1, Aesthetics, provides a shade/shadow analysis as well as an analysis of potential impacts on scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). It should be noted that the analysis focuses on public views since, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[11] EIR Section 4.17, Transportation, provides an analysis of potential transportation impacts based on a Transportation Impact Assessment, which is provided in Appendix L of the EIR. Based on the analysis, using the LOS methodology, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments. EIR Section 4.14, Noise and Vibration, provides a noise analysis and based on the analysis, the Project would result in less than significant noise impacts during operation.

[11] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Comment Letter I34

From: Shari Lotan
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori; linettwork@gmail.com
Subject: Please reconsider the construction
Date: Tuesday, May 19, 2020 6:32:49 PM

EXTERNAL

Dear Ms. Kwok,
My name is Shari Lotan and I live on 3rd St. and Wilshire in the Wilshire Ocean Terrace condominium. I am on 3rd Street, one block from the Miramar (1118 3rd Street, Apt. 401)

I have only lived in Santa Monica for three years but have enjoyed the beauty and the view from my condo. When the subject of building a huge addition to the Miramar next door and a 7 story low income housing building arose, I reviewed carefully the proposal.

Now, I am writing to express my concerns, and the concerns and objections of my neighbors, to the proposed development of the Miramar hotel (corner of Ocean and Wilshire Blvd.) I think that the proposed development will be an environmental and a traffic disaster for our residential neighborhood. I34-1

Adding guest room to the hotel and building 60 luxurious condominiums will bring traffic on the 2nd ST /California corner to a standstill. What is now a quiet and charming corner with stop signs and minimum traffic will become a traffic gridlock, and more dangerous for pedestrians and bicyclists, not to mention the added pollution it will bring.

It will also make pedestrian access to Palisades Park difficult. Our neighborhood, including California Avenue and Second Street, is supposed to be RESIDENTIAL, NOT COMMERCIAL.

In addition, the 7 story structure to be added (the condominiums) on 2nd Street as well as the planned building on the parking lot near the Huntley (the additional building) will completely block fresh air from the Ocean, further exacerbating the pollution from the added traffic. Not only will the neighbors have less air, quality of life, and more noise, but the views of all those who are now privileged with a view of the ocean have to face a apartment building. My building will be shadowed and be deprived of light. I34-2

I do not see how traffic in and out of the new entrance to the hotel, now planned on 2nd Street will be able to flow smoothly, given that 2nd street is a narrow 2 lane street, whereas Wilshire Blvd. is a four lane thoroughfare. It would severely add more congestion to an already dangerously crowded street that leads to Ocean Avenue and the Incline. It also would endanger the many senior citizens who live in that area. Wouldn't it make a lot more sense to put the garages on a four-lane thoroughfare like Wilshire or Ocean? I34-3

Moreover, with retail at the Promenade struggling as it is, even before the pandemic, I don't see the commercial sense of adding luxury shops at the I34-4

street level. How will this help solve the many retail vacancies at the promenade.

If approved this project would ruin the beauty of our residential area that is across the street from Palisades Park and the California Incline.

I34-4 (con.)

I urge you to reconsider and vote down the entire proposal, or at the minimum, keep the property as a hotel, with the entrance on Wilshire, without the added condominiums.

Respectfully yours,

Shari A. Lotan

1118 3rd Street, Apt. 401
Santa Monica, CA 90403
(818)262-6874

Comment Letter I34

Shari Lotan

Response to Comment I34-1

The comment expresses an opinion regarding the Project and the implications on the residential neighborhood to the north. The comment raises concerns regarding the environmental effects of the Project, with specific reference to traffic congestion, pedestrian access to Palisades Park, and pollution. EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts to street intersections and segments. Using the LOS methodology, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios. With regard to pedestrian access to Palisades Park, marked and signalized crosswalks are provided on Ocean Avenue at the intersections with California Avenue and Wilshire Boulevard. These crosswalks serve to provide safe access for pedestrians crossing Ocean Avenue. The Project Site is the northernmost parcel located in the Downtown Community Plan area and the Hotel Parcel historically has been occupied by a hotel, a commercial use. The Project would redevelop the hotel and would not result in a change of use on the Hotel Parcel. With regard to air quality and pollution, EIR Section 4.2, Air Quality provides an analysis of air quality emissions during construction and operation. As indicated in the section, with the implementation of Project Design Features, the Project would result in less than significant air quality impacts during construction and operation.

Response to Comment I34-2

The comment expresses concern particularly with regard to the redevelopment of the Second Street Parcel and potential effects regarding views, light, air quality, and noise. These issues are evaluated in various sections of the EIR. Section 4.1, Aesthetics, provides a shade/shadow analysis as well as an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). It should be noted that the analysis focuses on public views since, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[12] Based on the analysis, the Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. As such, the Project would not interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses. With regard to air quality and pollution, as indicated in Response to Comment I34-1, with the implementation of Project Design Features, the Project would result in less than significant air quality impacts during construction and operation. In addition, the building would not block the flow of air in the area. EIR Section 4.14, Noise and Vibration, provides a noise analysis due to traffic and based on the analysis, the Project would result in less than significant noise impacts during operations.

[12] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Response to Comment I34-3

The comment raises concerns regarding traffic and safety with regard to the vehicular access to the Project Site. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

Response to Comment I34-4

The comment expresses an opinion regarding the provision of retail space at the ground level and indicates that the Project would ruin the beauty of the residential area. The comment does not address the adequacy of the EIR. The comment will be provided to the decision makers for review and consideration.

Comment Letter I35

From: Shari Lotan
To: Planning Commission Comments
Cc: Noam Lotan; Nancy Fawzy; GANESA PANDIAN; Don Crawford; Todd Ferderer; jimggers@yahoo.com; Jeri Robertson; linettwork@gmail.com
Subject: BUILDING LOW INCOME HOUSING ON 2ND STREET
Date: Wednesday, May 20, 2020 2:30:22 PM

EXTERNAL

DEAR CITY COUNCIL:

I RESIDE IN SANTA MONICA ON 3RD AND WILSHIRE AT THE WILSHIRE OCEAN TERRACE CONDOMINIUM. MY HUSBAND AND I MOVED HERE THREE YEARS AGO AFTER I RETIRED AND PICKED THIS BUILDING BECAUSE OF IT'S PROXIMITY TO THE OCEAN AND SEA BREEZE. I HAVE A CHRONIC LUNG CONDITION SO THE FRESH AIR IS ESSENTIAL TO MY HEALTH.

THE PROPOSED DEVELOPMENT ON 2ND STREET WILL REDUCE THE AMOUNT OF SEA AIR AND SUN TO OUR BUILDING.
FURTHERMORE, THE NEW HOUSING DEVELOPMENT WILL CAUSE OUR POOL ,THAT IS NOW GETTING FULL SUN , TO WILL BE COLDER SINCE THERE WILL BE NO DIRECT SUN TO WARM IT DUE TO THE HEIGHT OF THE NEW APARTMENT. I35-1

THERE IS ALREADY A PARKING ISSUE AND NOISE FROM THE COMMERCIAL BUILDING NEXT DOOR TO US AND NOW THERE WILL BE MORE TRASH COLLECTIONS AND CAR NOISE SURROUNDING US. I35-2

THE TRAFFIC, DURING NON-PANDEMIC PERIODS, IS ALREADY BAD AND THIS NEW STRUCTURE WILL INCREASE THE NUMBER OF CARS ON THE ROAD AND OVERCROWD AN ALREADY BURGEONING AREA. I35-3

IT IS CLEAR THAT THERE IS A NEED FOR LOW INCOME HOUSING BUT THIS SHOULD NOT CREATE AN UNFAIR AND UNREASONABLE BURDEN ON THE RESIDENTS IN OUR COMMUNITY. BY MAKING THE PROPOSAL TO BUILD A 7 STORY BUILDING THAT WILL INTRUDE ON PRIVACY, REDUCE THE ENJOYMENT OF THE OTHERS SURROUNDING IT, AND CLEARLY AFFECT THE HEALTH AND WELL-BEING OF OUR NEIGHBORS IS NOT THE ANSWER TO THIS SOCIAL ISSUE.

I WOULD LIKE THE COUNCIL TO RECONSIDER THIS DEVELOPMENT AND ADOPT A BETTER PLAN THAT WOULD AT LEAST SERVE BOTH THE CURRENT RESIDENTS AND THE PROSPECTIVE LOW INCOME FUTURE RESIDENTS. AS A COMPROMISE IT WOULD BE FAIR TO CONSIDER MAKING THE NEW STRUCTURE SMALLER AND SHORTER THAN THE ONE PLANNED CURRENTLY. I35-4

THANK YOU FOR YOUR ATTENTION TO THIS VERY SERIOUS CONCERN.

RESPECTFULLY YOURS,

SHARI A. LOTAN, LCSW, LMFT, ACSW
1118 3RD ST. UNIT 401
SANTA MONICA, CA 90403
805 551-6911

Comment Letter I35

Shari Lotan (2)

Response to Comment I35-1

The comment expresses concern particularly with regard to the proposed housing on the Second Street Parcel and potential effects regarding views, light, and air. These issues are evaluated in various sections of the EIR. Section 4.1, Aesthetics, provides a shade/shadow analysis as well as an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). It should be noted that the analysis focuses on public views since, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[13] Based on the shade/shadow analysis, the Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects. As such, the Project would not interfere with the use of outdoor open space or solar accessibility at any off-site sensitive uses.

Response to Comment I35-2

The comment expresses an opinion regarding the Project and raises concerns regarding the parking and noise due to trash collections and vehicles. With regard to parking, as indicated in EIR Section 6.7, employee parking is currently not provided on the Hotel Parcel and those employees that drive are parking in the neighborhood. The Project would provide onsite parking to meet the needs of its guests, employees, and visitors so as to avoid and minimize neighborhood parking impacts as well as to reduce vehicular use and associated air and noise impacts from localized hotel valet parking circulation. It should be noted that while parking is an important urban planning issue that is of interest to the public and the decision makers, parking availability (in and of itself) is not treated as a direct impact to the physical environment requiring evaluation under CEQA. With regard to operational noise, EIR Section 4.14, Noise and Vibration, provides an analysis of noise during operation. Based on the analysis, the Project would result in less than significant levels of noise during operation. The Project would result in truck loading dock operations (including trash collections) that would be fully contained on the Project Site and would eliminate the extension into the sidewalks and streets when making deliveries. Noise levels from truck loading dock operations would be reduced compared to existing conditions. Furthermore, implementation of the Project is not expected to meaningfully change the number of trucks accessing the Project Site at any one time compared to what occurs under existing conditions. Therefore, noise impacts related to loading activity would be less than significant.

Response to Comment I35-3

The comment raises a general concern regarding traffic. While the Project would increase trips in the area, the Project would support the Land Use and Circulation Element policies that encourage the integration of land use and transportation and encourages the use of alternate modes of transportation. EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts

[13] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

to street intersections and segments. As indicated in the EIR, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios.

Response to Comment I35-4

The comment expresses an opinion and expresses opposition to the Project and will be provided to the decision makers for review and consideration.

Comment Letter I36

From: Mathias M
To: Rachel Kwok
Cc: Mayor Kevin McKeown; gleam.davis@gmail.com; Terry O'Day; Ana Maria Jara; Greg Morena; Sue Himmelrich; David Martin; Roxanne Tanemori
Subject: Miramar DEIR Resident Comment Letter – Mathias Maciejewski
Date: Tuesday, May 19, 2020 9:40:11 AM

EXTERNAL

Dear Ms. Kwok,

I send this comment in support of the Miramar project ("Project"), which has been in development for almost 10 years and over those years, as a Santa Monica resident, I have been to several public meetings on the Project and listened to the Miramar team. Over the years, I have watched them listen and respond thoughtfully to comments and concerns from community members, even changing their development plan several times during this extended public process.

I believe that this is the right plan and the right time for the Miramar Project to proceed and revitalize the area surrounding the Miramar. Unlike other downtown projects, this is a redevelopment of an existing hotel, not a new hotel and therefore, as illustrated in the Draft EIR, the environmental impacts are limited while still creating a significant increase in tax revenues and benefits for the Santa Monica community as envisioned by the DCP, and the LUCE which preceded it.

My understanding is that the current proposal has less density for the site than the zoning would allow, the maximum height of 130' is consistent with the zoning and no higher than the highest point of the currently existing hotel. The plan turns a surface parking lot on Second Street into much needed affordable housing. The Project creates substantial open space to invite the surrounding community in with new pedestrian accessways throughout the site. New ground-floor restaurants and retail spaces will encourage the public activation of the surrounding areas where the current hotel has surface parking lots, exclusionary walls and driveways.

This is the right project for our City, at the right time. It follows all the policies that were put in place through the lengthy LUCE and DCP planning processes. I hope the City staff and City Council move this project forward quickly for approval.

I36-1

Sincerely,

Mathias D. Maciejewski

2633 6th Street, Ste 2

Santa Monica, CA 90405

Comment Letter I36

Mathias Maciejewski

Response to Comment I36-1

The comment expresses support for the Project citing its economic benefits, consistency with zoning, provision of affordable housing, open space, and retail and restaurants, and other characteristics of the Project. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I37

From: Rachel Maguire
To: Rachel Kwok
Cc: Cody Nicholson; Mayor Kevin McKeown; Ted Winterer; Sue Himmelrich; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar Hotel Project concerns
Date: Tuesday, May 19, 2020 6:04:50 PM

EXTERNAL

Dear Ms. Kwok,

As a homeowner at 101 California Avenue, I want to express my extreme concern regarding the proposed development of the Miramar Hotel Project including traffic congestion, safety, aesthetics, and the overall negative environmental impact this project will have on this neighborhood.

Specifically:
-The plan of adding a parking garage with a California Avenue entrance is going to exacerbate an already congested area. Being as this location is the entrance and exit of the California Incline, it already sees a healthy amount of foot and automobile traffic. Adding a garage entrance on this two lane road is simply unsafe and unacceptable.

-Moving the entrance to a residential street (2nd Street) from a major thoroughfare like Wilshire or Ocean makes no logical sense. 2nd Street is in no way equipped to handle the type of traffic that a hotel of this size brings in (particularly given the plans to add condos and increase the structural square footage). From cabs, to ubers, to lyfts, to shuttles-the amount of vehicles that will in essence block a two lane road is extreme. We already have one hotel with an entrance on this block- we certainly don't need two. I37-1

-Lastly-building a structure that obstructs the views from our building (and others) is not necessary and is in actuality diminishing the very fabric of Santa Monica, the value of our investment, and the quality of life of its property tax paying residents.

I go on record firmly opposing these proposed changes to the Miramar Hotel and hope that you and the others with sway cc'd on this correspondence hear my voice and recognize that these plans do not benefit this community. Please feel free to contact me if you have any questions. I37-2

Best,

Rachel Maguire
101 California Avenue, Unit 602
Santa Monica, CA 90403
773-551-2642

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Comment Letter I37

Rachel Maguire

Response to Comment I37-1

The comment expresses concern regarding the Project and the implications on the surrounding community including traffic, safety, and aesthetics. With regard to access, as shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. No vehicular access would be provided along Wilshire Boulevard as that would conflict with the Downtown Community Plan, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

Response to Comment I37-2

The comment expresses firm opposition to the Project and will be provided to the decision makers for review and consideration.

The comment raises concern with the loss of private views from the adjacent residential building and the effect on property value and quality of life. In accordance with CEQA, the Draft EIR evaluates the potential physical impacts on the environment. For clarification, property values is not a CEQA issue. With regard to views, EIR Section 4.1, Aesthetics, provides an analysis of potential impacts regarding scenic vistas and scenic resources for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). In addition, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[14] As such the assessment of potential impacts to scenic vistas, which is provided for informational purposes, focuses on the public views. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas.

[14] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

From: Metin Mangir
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: I object to the current Miramar Hotel Project
Date: Thursday, May 21, 2020 10:30:17 AM

EXTERNAL

To Rachel Kwok,

City Planning Division,

I have grave concerns regarding the Miramar Hotel Project, from safety and to traffic concerns.

The proposed underground parking lot on California Avenue will add too much traffic to Ocean Avenue and the Incline. It makes a lot more sense to put the garages on Wilshire or Ocean.

The main entrance should be kept on Wilshire Boulevard, where the hotel opens now, and is a much wider four-lane avenue. The proposed 60 condos is too many, and will add a lot more traffic to that neighborhood, increasing the density and congestion in the area.
<!--[if !supportLineBreakNewLine]-->
<!--[endif]-->

I38-1

<!--[if !vml]-->
<!--[endif]-->
Metin Mangir, PhD

536 16th street, SM 90402

Comment Letter I38

Metin Mangir

Response to Comment I38-1

The expresses grave concern regarding traffic and safety particularly relative to vehicular access to the Hotel Parcel. In addition, the comment raises concern with the 60 residential units on the Hotel Parcel and the traffic associated with these units. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. No vehicular access would be provided along Wilshire Boulevard as suggested in the comment. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

For comparison purposes, EIR Chapter 5, Alternatives, provides an analysis of Alternative 3, Hotel Only on Hotel Parcel (No Condominiums) Alternative. While Alternative 3 would reduce impacts compared with the Project as a result of the reduction of overall development that would occur, this alternative would not totally avoid any of the significant and unavoidable impacts that would occur under the Project. Alternative 3 would reduce traffic impacts generally throughout the adjacent roadway network and would avoid impacts at Ocean Avenue & California Avenue [Intersection 3] and weekend peak hour significant impacts at Lincoln Boulevard & California [Intersection 42]). However, significant unavoidable impacts would still remain at other locations and along street segments in the Project vicinity.

Comment Letter I39

To: Rachel Kwok,
Environmental Planner, City Planning Division

I have several Questions and concerns regarding the Miramar Hotel Project, from safety and aesthetics to traffic, pollution and air quality, in addition to the legality of the actions taken to push a project, that was already REJECTED TWICE, during these EXTRAORDINARY circumstances!

First of all, this project does not belong to the residential area it is located! I39-1

Second, our questions regarding the negative impact on the stability of the fragile bluff area has never been addressed! Geological , air pollution, noise pollution, incredibly HIGH impact on traffic, congestion, shading of all properties around this monster plan HAS NOT BEEN ADDRESSED/ ANSWERED, with adequate attention and technical detail! We need these answers before any other consideration! I39-2

Third, building 60 luxury condos on the current property, which alone, will add from 100 to 200 cars to our already crowded neighborhood;
Adding so many square feet of new buildings on the existing property, will almost double the structural square footage on the property to about a half a million square feet;

YOU ARE BASICALLY PACKING EIGHT (8) BLOCKS **of cars and density into one block!**

YOU ARE NOT ONLY ENDANGERING THE RESIDENTS, BUT MAKING OUR LIVES IN THIS PART OF THE CITY IMPOSSIBLE, AND UNHEALTHY, BY CREATING MORE POTENTIAL GRIDLOCKS IN THIS ALREADY CROWDED PART OF THE WILSHIRE-OCEAN BLVD, CALIFORNIA (and CALIFORNIA INCLINE)!

This project can not and should not proceed, as it is, and definitely, not at this time, when our questions have not properly been answered! I39-3

Tulin Mangir, Ph.D.
536 16 th St.
Santa Monica, CA. 90402

Comment Letter I39

Tulin Mangir

Response to Comment I39-1

The comment is introductory in nature raises general concerns and questions regarding the safety, aesthetics, traffic, and air quality (pollution) that would result from the Project. The comment also expresses concern regarding the timing of the process in light of COVID-19. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications.

The comment states that the Project does not belong to the residential area in which it is located. As discussed in Section 4.12, Land Use and Planning, the Hotel Parcel is the northern most property located on Ocean Avenue within the Downtown Community Plan area and the Second Street Parcel is adjacent to the northern most property on 2nd Street within the DCP area. As indicated in Section 4.12, consistent with the DCP, the Hotel Parcel is designated Ocean Transition (OT), inclusive of an Established Large Site (ELS) Overlay designation. The designation allows commercial uses with a maximum height of 130 feet in height and 3.0 FAR. The Second Street Parcel is designated as Wilshire Transition (WT) with the maximum development standards of 60 feet in height and 2.75 FAR. The Project would be consistent with the DCP in terms of uses. The uses on the Hotel Parcel would continue the historical hotel use of the property and would introduce residential uses on the property– both these uses would be consistent with the uses that already exist in the area. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area. The uses would be compatible with the surrounding uses.

Response to Comment I39-2

The comment raises general concern regarding the stability of the bluffs, air quality, noise, traffic and shade/shadow. These issues are all addressed in the EIR. Please see EIR Section 4.8, Geology and Soils for a detailed analysis of the effects on the bluffs; Section 4.2, Air Quality, for a detailed analysis regarding potential air quality impacts during construction and operation; Section 4.14, Noise and Vibration, for a detailed analysis regarding potential noise and vibration impacts during construction and operation; Section 4.17, Transportation, for a detailed analysis regarding potential transportation impacts; and Section 4.1, Aesthetics, includes a shade/shadow analysis.

Response to Comment I39-3

The comment expresses opposition to the Project and concern regarding the timing and will be provided to the decision makers for review and consideration.

The comment also expresses concern regarding the intensity of development. Section 4.12, Land Use and Planning, provides a detailed analysis of the compatibility of the Project with the surrounding area as well as consistency of the Project with applicable local and regional plans.

Comment Letter I40

Hello Ms. Rachel Kwok,

I'm writing to share my support of The Santa Monica Miramar project. As someone who is active in the community, I see the project as a value-add especially in a time that the City can really use some new businesses and business revenue.

During my community involvement, I have seen first-hand the Miramar's involvement with the city. Their continued and consistent actions really show that they care about the community and want to make a positive long-term difference for the City; not only with how they contribute to the city with their community involvement but also with how they managed their community outreach about this project.

I feel the Miramar team should be commended for the years of efforts, outreach and transparency to help the community understand the proposed Miramar redevelopment. Not only do they go above and beyond to be clear, but they also hear what the community and City feedback is and make an effort to adjust to incorporate the feedback.

Because I have actually taken the time and participated in this outreach, I have a very strong understanding of the facts of the proposed plan and the benefits (including new affordable housing, sustainability and substantial new tax revenues for our City) along with the potential impacts, that allow me to make an informed decision to support this project.

I40-1

As someone who enjoys vacationing near and far; I see The Miramar as being a unique opportunity to establish a world-class hotel destination with its stunning architecture and landscape design that embraces the community and enhances the pedestrian experience. The balance of the new contemporary architecture carefully crafted to celebrate the key historic aspects of the site is an incredibly difficult challenge that should be applauded by anyone who has taken the time to study this thoughtful collaboration from Pelli Clark Pelli Architects and Gustafson Guthrie Nichol, landscape designer. I've seen videos of the architect sharing about this project and the passion there flows through; that passion in a project is good for the City of Santa Monica and helps to bring us a vibrant future.

To add to the point about the pedestrian experience; having this at the north end of the promenade will hopefully help bring businesses back to the area as well. It's sad to see how so many of the stores have had to close down in the city. To have a beautiful hotel experience, like what they're looking to build, is for tourist and locals to both enjoy; will for sure add to the city's revenue and desirability on a whole.

My friends and I can't wait to enjoy the new open spaces and outdoor dining at the Miramar designed around the historic Moreton Bay Fig Tree. I also appreciate they are genuinely caring about the tree and making that a priority even though it's most likely very tedious and expensive; but they've stayed committed to this landmark.

I **urge** the city to proceed as quickly as possible to show that even in an unprecedented crisis, Santa Monica is moving forward to a brighter future.

Best Regards,
Chenoa Mason

Comment Letter I40

Chenoa Mason

Response to Comment I40-1

The comment provides support for the Project, citing its community outreach process, architectural design, economic revenue, and open space, outdoor dining spaces, and preservation of the Moreton Bay Fig Tree. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I41

From: Mitzi
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar Hotel project
Date: Friday, May 22, 2020 12:46:52 PM

EXTERNAL

To Rachel Kwok, Environmental Planner, City Planning Division:

I am a twenty-year resident of Santa Monica Bay Towers, on California and Ocean Avenues, and thoroughly enjoy the neighborhood. However, the Miramar Hotel Project presents some problems for its future: increased traffic, reduced daylight and views, and commercialization of the neighborhood. I41-1

1. Traffic: to /from planned underground garage on California Ave.; Incline traffic; residential and pedestrian traffic, all on a narrow, divided street. This will greatly increase traffic while decreasing air quality and residential safety.

2. Reduced daylight and views: Greatly reduced due to hotel planned six-floor building on California Ave. I41-2

3. Second Street hotel main entrance: This street is too narrow for purpose; retail is also planned, resulting in more traffic, and essentially extending the Third Street mall into a residential neighborhood. I41-3

I hope you will take these factors into consideration when evaluating your plans.

Suzanne McCrory
101 California Ave.
Santa Monica, CA 90403

Comment Letter I41

Suzanne McCrory

Response to Comment I41-1

The comment indicates that the Project presents some problems regarding traffic, shade/shadow and views, and commercialization of the neighborhood.

With regard to vehicular access to the Hotel Parcel, as shown in EIR Figure 2-7, access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. As discussed in Response to Comment I25-1, with regard to potential conflict with bicyclists and pedestrians, as a result of modifications to the circulation and parking around the Project Site, there would be a reduction in trips around the hotel resulting from valet trips and people looking for parking. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to employees thereby minimizing trips at that access. As indicated in Section 4.17, although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation, consolidate trips that currently circulate around the block, and minimize transportation impacts on the streets.

Response to Comment I41-2

The comment expresses concern with regard to the Project's potential effects regarding views and light resulting from the proposed building on California Avenue. For clarification, the California Building would be seven stories with a building height of approximately 80 feet above Average Natural Grade. EIR Section 4.1, Aesthetics, provides a shade/shadow analysis as well as an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). The analysis evaluates public views, since as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[15] Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas and would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects.

[15] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Response to Comment I41-3

The comment expresses an opinion regarding access on 2nd Street to the Hotel Parcel and the provision of retail uses on the property. As discussed under Response to Comment I41-1, vehicular access would be provided at three locations, which would disperse rather than consolidating trips to one point of access. In addition, while the Project would increase the amount of retail square footage, the existing hotel provides retail uses and commercial uses are allowed on the Hotel Parcel (see Section 4.12, Land Use and Planning). The proposed uses would be consistent with the uses allowed based on the land use designation and zoning of the Hotel Parcel. In addition, as indicated in Section 4.12, the ground floor retail use at the corner of Wilshire and 2nd Street would serve to activate the pedestrian character at the intersection and would facilitate a pedestrian linkage to the Third Street Promenade.

Comment Letter I42

From: mmihalke@aol.com
To: Rachel Kwok
Cc: Mayor Kevin McKeown; gleam.davis@gmail.com; Terry O'Day; Ana Maria Jara; Greg Morena; Sue Himmelrich; David Martin; Roxanne Tanemori; tedwinterer@gmail.com; Lane Dilg
Subject: Miramar Hotels
Date: Tuesday, May 26, 2020 2:52:42 PM
Attachments: Miramar Views.docx

EXTERNAL

Hi Rachel,

I am a resident of SaMo and live in North of Montana area. I have attended some of the city council proceedings regarding development issues in SaMo
and would like to submit the attached view regarding the Miramar project.

I had some technology issues from COVID that delayed my submission for the weekend deadline. Nonetheless, I hope you will still consider my views for the record. I42-1

If you have any questions or would want to discuss further, please let me know.

Thx in advance for your consideration of my views.

Best,
Mike Mihalke
235 Georgina Avenue
Santa Monica, CA 90402
310-266-8385

Michael H. Mihalke
812 Euclid Street, Unit D
Santa Monica, CA 90403

May 23, 2020

Ms. Rachel Kwok
Environmental Planning Department
City of Santa Monica
VIA EMAIL: Rachel.Kwok@smgov.net

Dear Ms. Kwok:

I42-2

I am writing as a 15-year resident of Santa Monica, living in the north of Montana area, who has greatly enjoyed the beautiful surroundings and wonderful quality of life Santa Monica offers. The unique quality of life in Santa Monica is what compelled me in 2006 to move my family and business here from Washington, DC.

However, this exceptional quality of life is being challenged across Santa Monica by the pressures of development including the project to make needed changes to the iconic Miramar hotel. As the City Council reviews the various environmental and economic reports pertaining to the project, it is imperative that City Council members analyze the overall benefits of every project to the entire City and the community versus any potential temporary impacts to the immediate neighborhood.

Specifically, the Draft EIR for the Miramar project correctly concludes that there will be minimal environmental impacts to the area resulting from the project. As importantly, it also concludes the Miramar project would result in significant environmental improvements associated with it. In addition, the Draft EIR also correctly concludes that the new Miramar project follows the zoning rules for the Downtown area, preserves and features the key historical aspects of the site and generates new affordable housing and generates new revenue for the City – both of which are of critical importance to our great City at this time.

Given the lack of environmental impacts for the project and its ability to generate tax revenue and needed affordable housing in Santa Monica's greatest time of need makes this project crucial for the future of our City. The Miramar is an iconic Santa Monica destination and it would be a shame to lose the jobs, tax revenue, affordable housing and goodwill by which most of Santa Monicans have come to know them.

I urge prompt movement of this project forward to the Planning Commission and City Council for their review. My hope is they will employ a rationale, forward-looking approach and render a decision in the best interests of our City for the Miramar project.

Sincerely,

Mike Mihalke

CC: Santa Monica City Council
The Honorable Kevin McKeown, Santa Monica City Council
The Honorable Gleam Davis, Santa Monica City Council
The Honorable Terry Oday, Santa Monica City Council
The Honorable AnaMaria Jara, Santa Monica City Council
The Honorable Greg Morena, Santa Monica City Council
The Honorable Sue Himmelrich, Santa Monica City Council
The Honorable David Martin, Santa Monica City Council
The Honorable Roxanne Tanemori, Santa Monica City Council
The Honorable Ted Winterer, Santa Monica City Council
The Honorable Lane Dilg, Santa Monica City Council

Comment Letter I42

Michael Mihalke

Response to Comment I42-1

The comment serves as an introduction to the attached comment letter and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Response to Comment I42-2

The comment provides support for the Project and notes that the Draft EIR concluded that there will be minimal environmental impacts. The commenter agrees with the EIR's conclusions regarding consistency with zoning, historical impacts, and further states that the Project would generate new affordable housing and economic revenue. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

MINARDOSGROUP
building consulting development estate care
Create Build Inspire™

2800 28th Street, Suite 170 Santa Monica, CA 90405
Phone 310.450.6900 Fax 310.450.6988
www.minardosgroup.build

May 22nd, 2020

Re: Miramar DEIR Letter

Rachel Kwok (Rachel.kwok@smgov.net) City Planner
1685 Main Street, Room 212
Santa Monica, CA 90401

Dear Rachel,

I43-1

I am writing as a long-time Santa Monica resident, business owner and former Santa Monica Arts Commissioner, to express my support for the new Miramar Hotel. I frequently enjoy many of the existing outlets and offerings of the hotel and since relocating my family to Northern California, I am now one the hotels most frequent guests.

Existing ownership have done a commendable job in revitalizing the existing operation over the last decade, but given my role as a contractor, the property is in serious need of a major renovation if it is to remain competitive with luxury hospitality in general.

The Minardos Group specializes in building luxury accommodations and I truly appreciate the thoughtful approach to the site planning and design undertaken by the Miramar team led by Pelli Clarke Pelli Architects. It is rare for any City to have this caliber of architectural and landscape talent engaged in creating a truly world-class hotel. This unique building will be enormously beneficial to the City of Santa Monica especially during these most fiscally challenging times and for future generations.

I implore you to move this project forward as expeditiously as possible for City Council approval.

Respectfully,

George Minardos

Cc: Councilmembers

Comment Letter I43

George Minardos

Response to Comment I43-1

The comment provides support for the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I44

From: Ted Myers
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Greg Morena; annamaria.jara@smgov.net; Gleam Davis; Terry O'Day; Lane Dilg; Roxanne Tanemori
Subject: Miramar
Date: Saturday, May 16, 2020 4:23:23 PM
Importance: High

EXTERNAL

Dear Rachel Kwok,

As I have expressed to you before, I have numerous concerns regarding the Miramar Hotel Project, from safety and aesthetics to traffic, pollution, and air quality. Here are the major ones:

If approved, this project would ruin the beauty of our residential area that is across the street from Palisades Park and the California Incline. Please remember, our neighborhood, including California Avenue and Second Street, is supposed to be RESIDENTIAL, NOT COMMERCIAL.

Among my concerns is the proposed underground parking lot on California Avenue. This ingress / egress would severely add more congestion to an already dangerously crowded street that leads to Ocean Avenue and the Incline. It also would endanger the many senior citizens who live in that area. Wouldn't it make a lot more sense to put the garages on a four-lane thoroughfare like Wilshire or Ocean? Likewise with the main hotel entrance. Why on Second Street, a narrow two-lane side street, instead of Wilshire or Ocean?

The proposed 60 condos will add a couple of hundred cars to our neighborhood, will further add to the density and congestion in the area and, from my point of view, represents the continuing trend of putting greed and profit over community – here and everywhere.

As you have no doubt surmised, I filched much of this letter from Steve Linett – mostly out of laziness – but the contents certainly reflect my ardent feelings as a Santa Monica resident for more than forty years.

I44-1

Thanks for your attention.

Sincerely,

Comment Letter I44

Ted Myers
1610 California Ave.
Santa Monica, CA 90403

Comment Letter I44

Ted Myers

Response to Comment I44-1

The comment indicates a range of concerns have been raised previously, including safety, aesthetics traffic, pollution, and air quality. These issues are evaluated in various sections of the EIR. Please see Section 4.1, Aesthetics, 4.2, Air Quality, and 4.17, Transportation.

The comment indicates that the Project would ruin the adjacent residential area. With regard to land use compatibility, as discussed in Section 4.12, Land Use and Planning, the Hotel Parcel is the northern most property located on Ocean Avenue within the DCP area and the Second Street Parcel is adjacent to the northern most property on 2nd Street within the DCP area. As indicated in Section 4.12, consistent with the DCP, the Hotel Parcel is designated Ocean Transition (OT), inclusive of an Established Large Site (ELS) Overlay designation. The designation allows commercial uses with a maximum height of 130 feet in height and 3.0 FAR and the Project would continue the historical use of the property as a hotel. The Second Street Parcel is designated as Wilshire Transition (WT) with the maximum development standards of 60 feet in height and 2.75 FAR. The Project would be consistent with the DCP in terms of uses. The Project would include hotel uses on the Hotel Parcel which would be a continuation of the existing hotel uses and would introduce residential uses on the property which would be consistent with nearby residential uses. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area. The uses would be compatible with the surrounding uses.

The comment raises concern with the proposed locations of vehicular access. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

The comment also makes reference to a letter from Steve Linett. Please see responses to Letter I29 and O6 for responses to comments received from Steve Linett. The comment expresses an opinion regarding the intensity of development and a trend of putting greed and profit over community. The comment is noted and will be provided to the decision makers for review and consideration.

Comment Letter I45

From: amezzo@aol.com
To: Rachel Kwok
Cc: paul.anderson@latimes.com; moderation@patch.com; linettwork@gmail.com; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar expansion comments
Date: Friday, May 29, 2020 11:25:28 AM

EXTERNAL

Dear Ms. Kwok,

It has come to our attention that your committee has moved forward with the Miramar expansion project. As a Santa Monica resident of 40 years, I want to share with you that for myself and most Santa Monicans I know, this is not an acceptable time to do so. To move forward with a project that so many citizens have been clearly against, and during a pandemic crisis when all of us are so preoccupied with staying safe and keeping our loved ones safe, just does not "smell right."

We will be keeping a close watch on what your committee and our Santa Monica City Council decides to do. Thankfully, our Council has voted on the side of Santa Monica residents on this matter in the past. There is an election this November, and our votes will take what you do at this time into careful consideration. Santa Monica is already dealing with traffic issues and over-crowding in certain areas -- in short, unsustainable development for our beautiful city we call home. We are in full agreement with attorney Steve Linnett's assessment, copied below. We sincerely hope that you will table this project until our city is fully functioning, back to normal, and as citizens we will have the ability to focus more fully on this civic matter. I45-1

Sincerely,
A. Norris

Miramar Committee
Santa Monica Bay Towers Homeowner's Association
c/o Stephen D. Linett: Attorney at Law
linettwork@gmail.com

May 21, 2020

Ms. Rachel Kwok
Rachel.kwok@smgov.net
Environmental Planner

VIA E-mail: Rachel.kwow@smgov.net

Re: Scoping Commentary for Miramar Development Project

INTRODUCTION:

Before getting into the merits of this scoping document, one over-arching question needs to be answered: Why would the Planning Committee continue to trot out almost the same plan (and in some aspects worse) than the two that have already been rejected by the City Council twice in the last seven years? Can the city planners afford to keep spending their time and money trying to push through the almost identical plan that was rejected two years ago, without demanding the major changes that our community has repeatedly asked for, especially in the midst of this unprecedented health and economic crisis?

As most everyone in Santa Monica knows, the owner of the Miramar Hotel, multi-billionaire, Michael Dell, wants to demolish the current main building of the hotel in order to construct a 500,000 square foot project, which DOUBLES the development of the current property, which is now only 250,000 square feet! The proposed new development includes the building of 60 luxury condos, 30 to 48 units of affordable housing, as well as a myriad of new retail spaces, including stores, restaurants, spas, etc.

It is important to note that this 500,000 square foot monster project is roughly the size of Santa Monica Place, which occupies 10 acres of land. Incredibly, this same sized new project will sit on only 4.5 acres! The amount of density and massing on this much smaller site, right across the street from our residential neighborhood, boggles the mind! I45-2

With regard to density, besides all the other problems associated with it, during the time of this horrible pandemic, we have seen that the denser areas (like New York City) have been ravaged the worst. So, is this really the time, between all the extra residents, workers, and new buildings being squeezed into one square block, that we should actually be approximately doubling the density of this area, not only with regard to this Covid-19 virus, but also future pandemics?

So, preliminarily, one overriding question must be asked: Has such a large commercial project ("Project") ever been built in Santa Monica which directly adjoins such a heavily populated residential area?

The following are our comments:

1 **ALTERNATIVES (General):**

Under CEQA 15126.6, the City must look at a range of "reasonable alternatives" that would "substantially lessen any of the significant effects of the project." We propose three alternatives here:

1. a project without the condos;
2. a project that changes the location of the driveways and the hotel entrance;
3. a project where the greatest mass of the buildings is moved to Wilshire Boulevard and Ocean Avenue, away from, and rather than, California Avenue and Second Street.

2 **ALTERNATIVE I – No Condos:**

Since all the new residents and autos from the condos are at the heart of the problem, we need to study how the project would work WITHOUT any condos. We are not against the renovation of the Miramar hotel. Our position is that most of the problems from this Project, whether it be traffic, parking, air quality, noise, etc., are caused by the condos with very little, if any, real benefits to the city.

3 **ALTERNATIVE II: Changing Driveway Locations**

There are two proposed garage exits and entrances in the current plan – one on 2nd Street and one on California Avenue. In addition, the new hotel motor court entrance and the loading dock are also on 2nd Street. This is a bad idea for several reasons. I45-2 (con.)

Both California Ave and 2nd Street are narrow two-lane roads, limited by wide bike paths. The additional incoming and outgoing traffic from the driveways will clog up these streets a lot sooner and easier than if the driveways were located on Ocean Avenue and Wilshire Blvd., which are four-lane thoroughfares. Perhaps more importantly, California Ave., and to a lesser extent, 2nd Street, are residential streets, and the additional traffic from the 428 car garage to the driveways poses a lot more risk to our children and the elderly who walk these streets every day. In addition, the problem is further exacerbated by the fact that the California Incline, which is on the corner of Ocean and California, feeds and receives a lot of traffic between the PCH and California Avenue.

In fact, California Avenue could not be a worse choice for locating a driveway. In addition to the above facts, California is a divided road and also has bike lanes on both sides, which makes it one of the narrowest two-lane streets in the City. Perhaps this is why, historically, no one has ever suggested putting a driveway on California between Ocean Avenue and 2nd Street.

In light of all these facts, an independent study should be conducted by the City (with reimbursement by the Developer), and the Developer should be made to show why the

current plan with a loading dock and a new motor court on 2nd Street, together with driveways and garage entrances and exits both on 2nd Street and California Avenue, is better for the Santa Monica community than having them on Ocean and Wilshire. I've been asking this question for seven years, and have yet to receive an answer from the Developer.

4 **ALTERNATIVE III:**

In addition to the two alternatives detailed above, we would propose that the Developer move the massive buildings, namely the Ocean building and the California building, to Wilshire Boulevard,

The Developer wants to put a new eight-story rectangular building right on California Avenue, which is a residential street. It makes a lot more sense to put it on Wilshire Boulevard, which is a commercial boulevard.

Similarly, along with moving the largest mass of buildings to Wilshire Boulevard, the City should study moving the open lawn space from its proposed location on the corner of Wilshire and Ocean, to the corner of California and Ocean, which is a residential area, better fitted to the open lawn area than the more commercial Wilshire and Ocean corner, and would serve as a spectacular gateway to the thousands of people entering Santa Monica from the California Incline. I45-2 (con.)

Wouldn't the wide expanse of lawn and greenery that we propose be a better entrance point to our city than a big, rectangular box staring drivers in their faces as they come up the Incline?

A study should be done to analyze an alternative where the new California building is moved to Wilshire Boulevard.

5 **TRAFFIC CIRCULATION:**

With 60 new condominiums, about 40 new affordable housing apartments, and 150 new workers, as well as hundreds of new customers for the gigantic new retail space, and service personnel, the Miramar Project will bring in approximately 500-600 additional cars into our neighborhood, with most of the burden being on the two-lane roads, California Avenue, as well as 2nd Street.

In sum, we need an independent, detailed traffic study (conducted by the City and

reimbursed by the Developer*) examining the effect on traffic of these 500−600 autos, specifically on California Avenue and 2nd Street, as well as nearby streets in the neighborhood. (In the past, the Developer has hired and paid for the traffic analysis, which ended up with a conclusion that literally was impossible to believe, since it concluded that adding 500 to 600 cars to our one square block area would not change the amount of traffic ONE IOTA!...Until you realize that the Developer was paying the analysts).

This is obviously an untenable situation. The numbers simply will not work.

6 **PARKING:**

The Developer's proposed parking plan will make neighborhood parking even WORSE (if that's possible), not better.

The Miramar's Project Proposal actually significantly DECREASES the number of parking spaces available for hotel guests, spa and retail customers, as well as employees of the Miramar. Here is how the calculation breaks down:

a. The Developer is going to add hundreds of new parking spaces to accommodate a total of 428 cars. The California garage is dedicated to 387 employees of the hotel.

I45-2 (con.)

b. However, the condos and affordable housing alone will need approximately 200 spaces of resident (and guest) related parking.

c. By adding the spaces necessary for both the condo and affordable housing residents (about 200) to the 387 Miramar employees, we come to a total of about 587 spaces, which is already 159 more necessary spaces than there are spaces available (428) in the new garage. And then, when you add in all the restaurant, retail, and spa customers and workers (approximately 200 people) that are going to be occupying the site, that leaves approximately 360 more cars than there are spaces to accommodate them. How is that going to work?

The result will be that those people who want to find hotel parking will have to park on surrounding streets. What is a large problem now, will become a insurmountable problem when all these people will have to compete with the local residents for already limited street parking in the neighborhood.

A detailed analysis needs to be done as to how the new parking plan will affect the already severe parking problems in the area.

7 **CONSTRUCTION EFFECTS:**

The proposed Project will virtually raze the current site, except for the landmarked Moreton Bay fig tree and the Palisades building. Given the magnitude of the operations from demolition and excavation through construction to completion, what measures will be taken to protect the environment and the daily life of residents, as well as essential traffic and pedestrian rights of way, if they can even be protected at all?

The site abuts a densely populated and well-traveled residential area. We at 101 California, for example, have about 175 residents in our building, with a large number of children and elderly people who will need to pursue their daily activities as normally as possible. In addition, there are hundreds of other residents in the large building at 123 California, as well as about 400-600 guests and workers at the Huntley Hotel. All three of these buildings sit only about 50 yards across the street from the construction site.*

What measures will be taken to minimize the noise of construction and its negative impact on air quality from dust and debris? How will the demolition be accomplished? How will the innumerable truck trips needed to remove debris, and later to deliver concrete and other construction materials be scheduled? Will the proximity of the California Incline, with its constant traffic flow on to California Avenue, especially during peak periods, be factored into the scheduling?

I45-2 (con.)

*(*By at least moving the two largest buildings towards Wilshire, it will at least mitigate, to a small degree, the danger to our residents that will be detailed below.)*

8 **AIR QUALITY:**

In addition to the airborne pollutants specified above, there will be the introduction of substantial added amounts of greenhouse gases (GHGs) during the various phases of the project's development, demolition, excavation, construction, and operations; not to mention all the GHGs that will be spewed into the air as a result of the cars idling in massive traffic jams along California Avenue and 2nd Street. These GHGS include, but are not limited to, methane, water vapor, gasoline vapors, CO and CO_2 and emissions from the burning of fossil fuels.

Emissions occur not only at the site, but on the roadways to dump sites, etc. How will these be measured, and what procedures will be instituted to mitigate their impacts on the local environment?

Santa Monica has been an award-winning sustainable city. How can we be assured that the new construction is state-of-the-art, insofar as green and environmental issues are concerned?

What assurances will be given that the new construction, which the Developer claims will result in a world-class resort destination, will result in a LEED Gold or Platinum rating, not merely the basic silver? If this project is allowed to proceed, any environmental awards will be a thing of the past.

In an era when the future of our entire planet is threatened by global warming, this would be unconscionable.

The City must bring in qualified experts to ascertain the presence and volume of hazardous materials and GHG, BEFORE the project is approved, so they can be abated or removed before any demolition or excavation is permitted. If this analysis shows that such materials are above allowable levels, then the Project must be stopped immediately.

I45-2 (con.)

9 **HAZARDOUS MATERIALS:**

Some of the structures on the Miramar property are almost 90 years old. The Ocean building and structures added later were not built under current code and green requirements. Asbestos, lead pipes, and lead paint, for example were in general use. Later attempts at remodeling and renovation certainly did not change the basic substructures. There is no doubt that demolition and excavation will release hazardous and toxic materials into the air and directly threaten the health of those of us who live across the street.

The magnitude of this operation is immense. It will take most likely three years. That means for those of us across the street, we are facing about 800 straight work days of all the life-damaging events described above; not to mention the noise and pollution discussed below.

The City (NOT the Developer) must bring in qualified experts to ascertain the presence and volume of hazardous and other toxic materials BEFORE the Project is approved, so they can be abated or removed before any demolition or excavation is permitted. If this analysis shows that such materials are above allowable levels, and cannot be removed,

then the Project must be stopped immediately.

10 **NOISE:**

Because the site is in a transitional area, adjacent to a densely populated residential area, noise mitigation is essential, especially during the construction period. The City should study what the anticipated decibel levels will be, and will such levels be acceptable.

What plans are being considered by the Developer for noise mitigation?

Will controls on equipment and limitation of certain activities to specified times of day be mandated? Will noise-making activities be prohibited weekends, very early in the mornings, and late into the evening? What procedures or personnel will be available to handle residents' complaints?

For all of the above categories (noise, air quality, hazardous materials, construction effects), the City should hire on-site monitors working for the City (NOT the Developer) and measuring devices to check on a daily basis whether acceptable standards have been violated. If so, the Project should be shut down.

I45-2 (con.)

11 **GEOLOGY:**

There should be a geological study to determine what effect the demolition of a ten-story building, as well as the excavation and construction of a multi-level subterranean parking garage will have on the Moreton Bay fig tree, which is directly adjacent to the building and the proposed garage.

In addition, another reason for this study is that the hotel site is located on land which has the VERY HIGHEST liquefaction susceptibility according to measurements which have been taken by the U.S. geological service. Moreover, following the Northridge earthquake in 1994, a new fault line was discovered less than a mile from the site.

This makes the new buildings extremely dangerous in the event of an earthquake. So is it wise to be putting up a new 130 foot building on such shaky land, with the possibility of such building toppling and falling on people, not mention adjacent landmarks on the site. The study should find out, among other things, what, if any, massive structures have been built in this earthquake zone since the liquefaction and fault line information was first uncovered.

Finally, the geological study should also include what effect the demolition of the building and its effects by implosion, concussion, or any other method, will have on the foundations of the buildings in the surrounding neighborhood, as well as on the bluffs on our beloved Palisades Park, which are already disintegrating before our very eyes.

12 **AESTHETICS:**

A. Light and Air

The City should conduct a light and shadow study, from many different locations and angles, to determine what the impact would be of these massive new buildings in the neighborhood.

B. Scenic Vistas

I45-2 (con.)

While, in Santa Monica, private views are not legally protected, their creation and destruction are a potential environmental effect of the Project, and a valid factor in analyzing the environmental impact on the scenic vistas and views currently enjoyed by our neighborhood.

This Project will eliminate incredible scenic vistas of the Pacific Ocean for thousands of people in the neighborhood. Specifically, almost all of the people living on the first eight floors of the 101 California and 123 California buildings will be totally deprived of the panoramic ocean views they've enjoyed for over 60 years. In addition, even people on some of the higher floors in our area, who now enjoy the scenic vista of our beaches extending down the California coastline almost to the airport, will now be totally cut off from such views by the monster central tower, and the rectangular building on California Avenue.

Therefore, the City should conduct a comprehensive study of the various views that will be affected in the neighborhood. The study should include an examination of the views from the vantage points of various multiple dwelling buildings surrounding the area, especially across the street; as well as offices, restaurants, and pedestrian walkways. Plus an additional analysis should be done on obstructing the views that will take place for pedestrians who are walking around the area.

C. Verdant Gardens

California Ave., between Ocean Ave. and 2nd Street, is currently part of a beautiful and lovely residential neighborhood. The area of verdant arboreal gardens and bungalows on the Project site along California Avenue currently are a major visual environmental contributor to the relaxed and positive vibe of this neighborhood. They exert this influence upon the public right-of-way on California Ave., from which they are visible, as well as to the numerous households in the residential structures on the opposite side of the street whose windows look upon them. The Developer will replace this area along California Ave. with a huge eight story building, which would eliminate all visual presence of such gardens to the public right-of-way and residences in the neighborhood.

13 **PUBLIC SERVICES:**

Under the proposed plan by the Developer, he wants to squeeze a new garage entrance/exit and a new motor court entrance right next to the existing loading dock on Second Street. With the Huntley Hotel's entrance exactly right across the street, as well as all the trucks that will be using the loading dock, there is a substantial possibility that emergency vehicles (police, fire, or ambulances) will not be able to get through in the event of emergencies, thus, literally putting people's lives at risk.

In addition, with the extra five to six hundred additional people that will be crowding the site, will the City be able to maintain acceptable service levels of police and fire protection?

I45-2 (con.)

A study must be done to evaluate the impact of all these factors on the City's public service personnel.

14 **UTILITIES:**

a. Electricity

The existing electrical distribution system in Santa Monica was built by Southern California Edison in the mid-1900's, at the time Santa Monica was a small beach town. So Edison built the distribution lines at the 6KV voltage level, based on the projected power loads at the time. Typically nowadays, distribution lines are built at the 12KV or 16KV voltage levels, especially in densely populated areas like Santa Monica today.

Many people in our building and the surrounding Santa Monica neighborhood over the last few years have experienced a couple of times a month, more and more power interruptions, which can last anywhere from a few seconds to a few hours. Even

relatively short interruptions can throw off computers, wireless networks, DVRs, and other sensitive electronic equipment. We have been told by people at Southern California Edison that as more and more people move into our area of the 90403 zip code, it will further burden our electrical system and possibly lead to even more interruptions.

In recent years, the load density in Santa Monica zipcodes has been among the ten highest in Southern California. Zipcode 90403 has had the highest power customer density in Southern California. Zipcode 90401 has had the second highest load density in Southern California. The proposed high density housing and high-rises in the City will only make this situation much worse.

So in light of these facts, is it wise to bring in another 500 to 600 people into our neighborhood, and doubling the mass of the buildings and their attendant electrical needs, at this time?

At the very least, the city should hire engineers and consult with Southern California Edison to analyze the effects of this Project on our electrical system.

If population density in Santa Monica continues, these power outages will become more frequent and perhaps longer in duration. This would adversely affect the economic activity in the City and the quality of life of its residents.

b. Hydrology

I45-2 (con.)

With 500 to 600 people added to the site, there will be an increased burden on utilities that the city provides for the site and the neighborhood. A study must be made to see if the large buildup of the property requires the building or expansion of the following:

a. waste water treatment facilities;
b. storm water draining facilities;
c. solid waste facilities;

Plus, it has to be determined whether there is sufficient water supply available to serve this new Project. As a matter of fact, just recently, on May 11th, the LA Times reported that Southern California is entering into a long-term drought, and will lose to 20 to 35 percent of its water supply. Is this any time to be building such a gargantuan project, along with other large buildings in our city, that will put even more pressure on our dwindling water supply?

Finally, does the increase in run-off water exceed the capacity of existing storm water

drainage systems?

15 **CULTURAL AND HISTORICAL RESOURCES:**

Section 15064.5 of CEQA says that new developments must not cause a substantial adverse change in the significance of historical resources.

The significance of the Palisades building, which was recently given landmark status, will be adversely affected by two additions to the site. The new eight-story rectangular building is to be built next to the Palisades building. This will block any view of this landmark for thousands of drivers coming up the California Incline who turn on to Ocean Avenue; again, substantially lessening the significance and the integrity of the Palisades building.

A study must be done by the City to see to what extent these new buildings will hurt the significance of the Palisades building.

16 **ENFORCEMENT:**

I45-2 (con.)

Since Santa Monica has had a dismal record marked by repeated failure to review or enforce the negotiated terms of its development agreements, the EIR should include an enforcement discussion. That section should include an analysis of how the Developer will guarantee full compliance with promises it intends to make in the development agreement, in relation to all the topics discussed above; and timelines by which they must be in place. This analysis should include what enforcement options, including heavy financial penalties, would be available to the City and its residents to enforce compliance, including the financial ability of the actual owner(s) of the site to comply. As an example, perhaps, the Developer should be forced to put up multi-million dollar bonds if he violates any terms of the EIR. Finally, the City should ensure that any future owners of the site be legally held to the same requirements.

17 **CUMULATIVE EFFECT:**

Lastly, a study must be done to take into account the cumulative effect on the City for traffic, parking, et al., in light of all the other proposed development projects in Santa Monica's pipeline, and especially the four other huge projects now being developed within several blocks of this site.

So, for all of the studies requested above, there should be a parallel study of the cumulative effect on the entire downtown neighborhood. For example, while doing a traffic study which focuses on the streets where the Miramar is located, a separate traffic study should be done for the entire downtown area, taking into account all its new development projects, including the Miramar.

18 **CONCLUSION:**

I45-2 (con.)

In conclusion, for all the reasons listed above, the building of this latest Miramar project, as presently designed, would be an unmitigated environmental disaster, specifically for the downtown area, and in general, for the City of Santa Monica.

We respectfully request that the City do a comprehensive study for each of the categories described herein; and, in particular, that the Alternatives, to use Councilwoman Davis' words a few years ago, are given a "more detailed vetting than we might otherwise do."

We would hope, and expect that we will receive answers to all the points raised herein. We believe the people of Santa Monica deserve nothing less.

Very truly yours,

MIRAMAR COMMITTEE FOR 101 CALIFORNIA AVENUE

Stephen D. Linett (Chairman)
B: (310) 284-8277
E-mail: linettwork@gmail.com

Comment Letter I45

A. Norris

Response to Comment I45-1

The comment expresses opposition to the Project and expresses concern regarding the timing of the process in light of COVID-19. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications. The comment expresses agreement with the comments provided by Steve Linett and the Santa Monica Bay Towers Association and provides a copy of Comment Letter 06. The comment is noted for the record will be provided to the decision makers for review and consideration.

Response to Comment I45-2

The comment, which is from the Santa Monica Bay Towers Homeowner's Association, is included as Comment Letter O6. Please see Response to Comments O6-1 through O6-21, above, for detailed responses to Comment Letter 06.

Comment Letter I46

From: ganesh Pandian
To: Planning Commission Comments
Subject: Building low income housing on 2nd Street, Downtown Santa Monica
Date: Wednesday, May 20, 2020 12:51:30 PM

EXTERNAL

Dear City council:

I am a resident of the building directly opposite to the proposed development on the 2nd street. I live at the address of 1118 3rd Street, Santa Monica, CA 90403.

I have lived in this condominium building for the last 6 years and have enjoyed every day of it. The ocean breeze. sunshine and a quiet neighborhood are the reasons why I bought the condo in this building.

Now i see the city is planning to take it all away from the residents of this beautiful 42 unit Building for no fault of us.
We will lose the breeze, afternoon sunshine and the quiet atmosphere. Building a structure just west of our building so closeby will take away all of the nice things we have enjoyed and introduce noise and traffic. That will not be the quality of life we have come to expect in this beautiful city.

I am totally opposed to this development and hope the city will reconsider the plan and let us continue to enjoy our beautiful city.

I46-1

Thank you for the attention

Ganesh Pandian,MD

Comment Letter I46

Ganesh Panadian

Response to Comment I46-1

The comment opposition to the Project and will be provided to the decision makers for review and consideration. The comment is focused on the redevelopment of the Second Street Parcel and raises concerns regarding views, light, noise, and traffic. With regard to views, EIR Section 4.1, Aesthetics, provides an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). The analysis evaluates public views, since as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[16] Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas. In addition, Section 4.1 provides an analysis of shade/shadow impacts. Based on the evaluation, the Project would not shade any off-site sensitive uses for more than three consecutive hours during the winter solstice, the period of greatest shading effects.

With regard to operational noise, EIR Section 4.14, Noise and Vibration provides an analysis of noise during operation. As indicated in the section, the Project would result in less than significant levels of noise during operation.

With regard to traffic, EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts to street intersections and segments. As indicated in the section, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments under both Approval (Year 2020) and Future (Year 2025) traffic scenarios.

16 *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Comment Letter I47

From: GANESA PANDIAN
To: Rachel Kwok
Subject: Miramar development project
Date: Wednesday, May 20, 2020 1:10:37 PM

EXTERNAL

Dear Ms Kwok
Thanks for lending your ears to me.
I am writing to you since I live in the building with address of
1118 3rd Street
Santa Monica, CA 90403

I have lived in this beautiful building for the last 6 years and have enjoyed every minute of it.
42 condos in this building are right behind the proposed Low Income housing project and the mega hotel building on 2nd street and wilshire.

Building a huge hotel and tall tower with luxury condos and a large parking lot and a large low income housing on 2nd street
will take away the ocean views, Breeze, sunshine and a quiet atmosphere enjoyed by the residents for close to 40 years. For no fault of ours the city is taking away all the benefits being enjoyed by residents of this building.
I am appalled and totally opposed to the development of a mega hotel, parking lot and the low income housing on 2nd street. I am requesting the city
to reconsider and halt this plan. I47-1

Thank you
Ganesh Pandian,MD

Comment Letter I47

Ganesh Panadian (2)

Response to Comment I47-1

The comment expresses an opposition to the Project and will be provided to the decision makers for review and consideration. The comment expresses concerns similar to those raised in Comment Letter I46, and include potential effects regarding views, light, and noise. As indicated in Response to Comment I46-1, with regard to views, EIR Section 4.1, Aesthetics, provides an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas. In addition, Section 4.1 provides an analysis of shade/shadow impacts. Based on the analysis the Project would not result in significant shading impacts. With regard to operational noise, EIR Section 4.14, Noise and Vibration provides an analysis of noise during operation. As indicated in the section, the Project would result in less than significant levels of noise during operation.

Comment Letter I48

From: Bethany Proctor
To: Rachel Kwok
Cc: Council Mailbox
Subject: Comments on the Miramar EIR
Date: Saturday, May 23, 2020 3:01:44 PM

EXTERNAL

Dear Ms. Kwok,

I'm emailing you to make a comment on the draft Environmental Report document on the Miramar. I really appreciate the added time to comment. The coronavirus crisis has had a huge impact on people's schedules and the extra time has let more of us in the community spend more time looking at the plan.

I've been familiar with the Miramar project for many years since I was a middle school student here in Santa Monica. Since the time I've been aware of things beyond my own living room and classrooms. I've seen the new Miramar project versions improve a lot since the first pictures were shared with the public. So, I approach this "DEIR" with some knowledge.

My first comment: I read that a No Project option has to be studied. I feel that the basic need to build a new hotel at Ocean and Wilshire shouldn't be debatable. A new Miramar is needed for the sake of our economy, keeping important jobs and holding on to history in SM. It is part of our heritage. No person living in Santa Monica should support the idea of employees losing income or working in out of date facilities fifty years from now. So, the No Project option, as far as I'm concerned, is a non-starter.

I48-1

My second comment: I was born in Santa Monica just 11 days before the Northridge earthquake. I was a preemie in the NICU when the violent shaking happened. Everyone, including me, was evacuated from the hospital. On top of my survival, my family was extra traumatized by the violent ground movement that shook their house in the mid-city area. Their property was seriously damaged and was yellow tagged. If or when the next quake happens, other SM neighborhoods may be as horribly impacted. I am asking the EIR experts to be sure that seismic impacts to the new hotel are studied <u>seriously</u> for the benefit of the nearby neighborhood and the neighbors themselves, in addition the hotel workers and guests. So please give extra thought to whether the new hotel can hold up under serious ground shaking and be able to operate at some level that can help everyone in the community.

I48-2

My third comment: As a person in my 20's, I'm looking at the new hotel over the long term. Over the next decades the hotel must bring <u>meaningful</u> benefits to our city besides tax revenues. I want to focus on housing because I know it's almost impossible for the average income person to find anything rentable. The mandated affordable housing on 2nd St., paid for and built by the new Miramar, is <u>essential right</u>

I48-3

now, and will be even more so in the future. The location that is available is perfect in terms of public transportation, people's ability to buy high-quality food (the farmer's market at 3rd and Arizona) and people's ability to walk out the door and find affordable recreation.

I feel really strongly about housing. We are truly privileged to live in Santa Monica, which I think is a caring community. We have to remember who we are as Santa Monicans and that we must share our neighborhoods with the people who have the right to live decently and work in our city.

I48-3 (con.)

Thank you many times for the incredible work put into the huge EIR. I ask you to please take my ideas into consideration.

Stay safe.

Bethany Proctor

Santa Monica CA

Comment Letter I48

Bethany Proctor

Response to Comment I48-1

The comments acknowledges the City's extension of the comment period and expresses appreciation in light of the pandemic. The comment indicates their knowledge of prior applications for the redevelopment of the Hotel Parcel. The comment indicates that the No Project option is a non-starter. As the comment does not address the adequacy of the EIR, the comment will be provided to the decision makers for review and consideration.

Response to Comment I48-2

The comment expresses concern regarding seismic events in light of damage in the City resulting from the Northridge earthquake. Section 4.8, Geology and Soils, provides an analysis of potential impacts resulting from earthquakes. As indicated in Section 4.8, in January 2018, the California Geological Survey established Alquist-Priolo Fault Zones around the Santa Monica Fault. While the City is crossed by the north and south branches of the Santa Monica Fault, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as the Project Site is approximately 3,100 feet south of the Santa Monica Fault at its closest location. Through adherence with applicable regulations, including a Design-Level Geotechnical Report to be approved by the City Division of Building and Safety, the Project would not expose people or structures to substantial adverse effects from strong seismic groundshaking or seismic-related ground failure (including liquefaction). In addition, the Project Site is not located within a State of California Seismic Hazard Zone for earthquake liquefaction or seismic ground deformation. The Seismic Hazards Map of the Beverly Hills and Topanga Quadrangles prepared by the CGS does not locate the Project Site in a Liquefaction Risk Area (see EIR Figure 4.8-1). Further, the City General Plan Safety Element indicates the Project Site is in an area with low liquefaction risk. The potential for liquefaction hazards is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. As indicated in the Preliminary Geotechnical Evaluation provided in Appendix G-1 of the EIR, the Project Site is predominantly underlain by fine-grained, consolidated, older (Pleistocene) alluvium, which is typically cohesive, dense or stiff, and consolidated, and not subject to liquefaction. Moreover, groundwater is anticipated to be encountered at depths greater than 50 feet bgs, at depths of between 62 and 93 feet bgs, based on geotechnical investigations completed on the Project Site and immediate vicinity. Although soft soils have been encountered in previous subsurface explorations for the existing Ocean Tower at a depth of 38 feet bgs, the liquefaction potential of the site was concluded to be low. In addition, any recommendations related to liquefaction included in the City-required Design-Level Geotechnical Report would be incorporated into the final building design approved by the City. Therefore, impacts with regard to seismic ground shaking would be less than significant.

Response to Comment I48-3

The comment expresses support for the affordable housing on the Second Street Parcel paid for by the applicant. The comment does not raise an issue with regard to the adequacy of the EIR and will be provided to the decision makers for review and consideration.

Comment Letter I49

From: Nate Redmond
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Gleam; Terry O'Day; Ana Maria Jara; Sue Himmelrich; David Martin; Roxanne Tanemori; Ted Winterer; Lane Dilg; Greg Morena
Subject: Miramar DEIR Comment Letter
Date: Wednesday, May 20, 2020 9:17:44 AM

EXTERNAL

Dear Ms Kwok:

As a Santa Monica resident and business owner, I am writing to express my support for the new Miramar Hotel project. For the last decade, I have visited the hotel frequently with my colleagues, friends and family. Many of them have now stayed at the hotel and consider it part of the fabric of the city. I particularly enjoy Fig (and their family-friendly setup at Five), The Bungalow (still a powerful draw) and key events throughout the year (especially New Year's Eve).

While the current owners do a great job running the hotel and engaging with the community in various ways, the property has become noticeably dated and in need of a major upgrade to remain competitive. I have the good fortune of my business taking me to gateway cities all over the world and the opportunity to stay world-class luxury hotels. This is one of the key pieces that Santa Monica is missing. In order to emerge from this economic downturn stronger than ever, Santa Monica needs to invest in infrastructure, and particularly the landmark properties that separate it from other parts of the country and world. I am confident that this investment will pay dividends by attracting multiples of this amount for investment into other parts of the city—improving quality of life for all residents. I49-1

From what I have seen, The Miramar and their design team have done an excellent of creating a world-class plan while being respectful of the site's historical elements and incorporating community feedback along the way. They understand the responsibility they have to set the stage for the next 100 years and for ensuring that it uplifts all.

I greatly look forward to the new Miramar Santa Monica and hope the City moves quickly to make this a reality. If I can be helpful in any way, please let me know.

Sincerely,

Nate Redmond

Comment Letter I49

Nate Redmond

Response to Comment I49-1

The comment provides support for the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I50

From: Jero Books & Templet Co.
To: Roxanne Tanemori
Subject: RE: A BIG NO TO THE Miramar Hotel Project
Date: Friday, May 15, 2020 10:23:25 PM

EXTERNAL

A BIG NO TO THE Miramar Hotel Project

I TOTALLY AGREE WITH THE LETTER BELOW. TRAFFIC ALREADY SUCKS HERE AND GOD ONLY KNOWS WHAT THE PARKING WILL BE LIKE. I HAVE TO PLAN EVERY WEEK AND ESPECIALLY OVER THE WEEKEND WHERE I AM GOING AND WHEN. ALSO WHERE CAN MY HUSBAND AND I PARK OUR CARS AROUND OUR HOME!!! I50-1

SANTA MONICA HAS BEEN GOING CONSTRUCTION CRAZY AND IT WAS TOOOOO MUCH 10 YEARS AGO!!

MARY ROJESKI A RESIDENT OF SANTA MONICA FOR 36 YEARS

"To Rachel Kwok, Environmental Planner, City Planning Division:

I have several concerns regarding the Miramar Hotel Project, from safety and aesthetics to traffic, pollution and air quality.

If approved this project would ruin the beauty of our residential area that is across the street from Palisades Park and the California Incline. Please remember, our neighborhood, including California Avenue and Second Street, is supposed to be RESIDENTIAL, NOT COMMERCIAL.

Among my concerns is the proposed underground parking lot on California Avenue. This ingress / egress would severely add more congestion to an already dangerously crowded street that leads to Ocean Avenue and the Incline. It also would endanger the many senior citizens who live in that area. Wouldn't it make a lot more sense to put the garages on a four-lane thoroughfare like Wilshire or Ocean? I50-2

Moving the entrance to Second St. would further cripple traffic; Second Street is a narrow two-lane street, compared to Wilshire Boulevard, where the hotel opens now, and is a much wider four-lane avenue. The 60 condos, that will add a couple of hundred cars to our neighborhood, will further add to the density and congestion in the area."

Comment Letter I50

Mary Rojeski

Response to Comment I50-1

The comment refers to a comment letter contained in the email, which is Comment Letter I6. The comment expresses opposition to the Project and raises concerns regarding traffic and parking and development within the City. The comment will be provided to the decision makers for review and consideration.

With regard to parking, as indicated in EIR Section 6.7, employee parking is currently not provided on the Hotel Parcel and those employees that drive are parking in the neighborhood. The Project would provide onsite parking to meet the needs of its guests, employees, and visitors so as to avoid and minimize neighborhood parking impacts as well as to reduce vehicular use and associated air and noise impacts from localized hotel valet parking circulation. It should also be noted that while parking is an important urban planning issue that is of interest to the public and the decision makers, parking availability (in and of itself) is not treated as a direct impact to the physical environment requiring evaluation under CEQA. In addition, the Project would also contribute to the City's efforts to integrate land use and transportation thereby reducing vehicle miles traveled through the incorporation of an enhanced TDM Program (PDF TR-1). EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts.

Response to Comment I50-2

The comment, which is copied from an unidentified person, expresses concerns regarding the Project and the implications on the residential neighborhood to the north. The comment raises concerns regarding the environmental effects of the Project, with regard to land use compatibility, parking, traffic, and air quality.

The Hotel Parcel is the northern most property located on Ocean Avenue within the DCP area and the Second Street Parcel is adjacent to the northern most property on 2nd Street within the DCP area. As indicated in Section 4.12, Land Use and Planning, consistent with the DCP, the Hotel Parcel is designated Ocean Transition (OT), inclusive of an Established Large Site (ELS) Overlay designation. The designation allows commercial uses with a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Second Street Parcel is designated as Wilshire Transition (WT) with the maximum development standards of 60 feet in height and 2.75 FAR. The Project would be consistent with the DCP in terms of uses. The uses on the Hotel Parcel would be similar to the existing uses and would introduce residential uses on the property. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area.

In terms of vehicular access and traffic, EIR Section 4.17, Transportation, provides an analysis of potential traffic impacts to street intersections and segments. The analysis is based on the proposed vehicular access for the Project. For clarification and as indicated in the EIR, the California Avenue driveway would be for employees only with a right-in/right-out driveway thereby resulting in a limited number of vehicles using this driveway. Therefore, the number of vehicles using this

driveway would be limited and would occur at the beginning and end of employee shifts (typically two shifts per day)

The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

With regard to air quality and pollution, EIR Section 4.2, Air Quality provides an analysis of air quality emissions during construction and operation. As indicated in the section, with the implementation of Project Design Features, the Project would result in less than significant air quality impacts during construction and operation.

Comment Letter I51

From: Judith Rothman
To: Rachel Kwok
Subject: Miramar Hotel Project
Date: Saturday, May 16, 2020 9:39:35 AM

EXTERNAL

Ms Kwok.
Please take a moment and recall what the traffic congestion was like around our neighborhood before the Coronavirus. It was crippling. I51-1
Don't be the person responsible for making it worse.
Thank you..
Merle Don and Judith Rothman
701 Ocean Avenue

Sent from my iPhone

Comment Letter I51

Judith Rothman

Response to Comment I51-1

The comment expresses an opinion regarding the Project and traffic in the neighborhood. The Project does not address the adequacy of the EIR. As such, the comment will be provided to the decision makers for review and consideration.

Comment Letter I52

From:	Jerry Rubin
To:	Rachel Kwok
Cc:	Council Mailbox; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; Anuj Gupta; David Martin; Roxanne Tanemori
Subject:	Supporting the Santa Monica Fairmont Miramar Hotel Renovation Plan
Date:	Tuesday, May 19, 2020 12:46:48 PM

EXTERNAL

To: Rachel Kwok, Santa Monica Environmental Planner

From: Jerry Rubin and Marissa Rubin, Founders of Tree Hugging Friends

Dear Ms. Kwok:

We are writing this letter to express our full support for the Santa Monica Fairmont Miramar Hotel renovation plan.

As the founders of Tree Hugging Friends and as longtime tree-loving activists who support the longterm health and well being of the landmarked Moreton Bay Fig Tree that stands proudly in the Miramar Hotel's courtyard, we know the good folks in charge of the Miramar have always nurtured, protected and taken excellent care of the magnificent tree for many years now.

And, the Miramar renovation plan makes this beautiful tree their welcoming centerpiece as well as providing the tree with even more care and protection!

The expanded ground area around the tree roots will be very beneficial. And the creatively designed benches that will encircle the tree provides protection from visitors walking on the tree roots as well as a relaxing ground- level viewing area for tree admirers of all ages. I52-1

We feel the entire renovation project will benefit our Santa Monica Downtown District and our entire community in many ways, and has been designed in a most thoughtful and attractive manner.

And, finally, we must say that those in charge of the Miramar have always been good neighbors and have listened to community input and revised their renovation plan a number of times over the years.

One last positive forward-looking vision: When the COVID-19 pandemic is safely over, when our shops and cafes are safely thriving again, when our students are safely back in school and our workers safely back at work, and when our wonderful Santa Monica City is again welcoming visitors from around the country and around the world, the newly-renovated Miramar will continue contributing greatly to Santa Monica's success in every manner.

Thank you,
Jerry and Marissa Rubin
Tree Hugging Friends
310-399-1000

Comment Letter I52

Jerry and Marissa Rubin

Response to Comment I52-1

The comment provides support for the Project citing in particular, the preservation of the Moreton Bay Fig Tree. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I53

From: Russ Sach
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori; baytowersoffice@gmail.com
Subject: New Fairmont Miramar Project
Date: Thursday, May 14, 2020 5:22:13 PM

EXTERNAL

Hi Rachel, I live at 101 California #1004 and I understand you are evaluating the newly proposed Miramar hotel project.

I have concerns. My concerns are about blocking current views which decrease the value of our properties, traffic and road safety.

We have a beautiful residential neighborhood with reasonable neighborhood traffic on our two lane residential streets. The hotel is proposing to change this and that as a result negatively impacts me/ us. Putting the parking garage entrance on California and the front entrance on 2nd both drive commercial traffic through our neighborhood. I am wondering why not put things on the commercial streets of Wilshire and Ocean. Why wreck our neighborhood?

Second, they are planning to build an eight story tower on California which will significantly negatively impact the views from our building and decrease the our values both economically and beauty. Putting this structure on Wilshire or Ocean does not negatively impact any residential views.

Third there are a lot of elderly people in our building and in our neighborhood. Please keep this in mind and you consider significantly impacting their safety.

I53-1

Thank you

Russ Sach
101 California Ave
#1004
Santa Monica CA 90403
425 802 3208

Comment Letter I53

Russ Sach

Response to Comment I53-1

The comment raises concerns regarding the environmental effects of the Project, with regard to views and location of buildings on the Hotel Parcel, vehicular access, and safety. With regard to views, EIR Section 4.1, Aesthetics provides an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated above, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). In addition, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[17] As such, the assessment of potential impacts to scenic vistas, which is provided for informational purposes, focuses on the public views. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas. The comment also suggests that the massing be shifted to the Wilshire Boulevard or Ocean Avenue frontages rather than being located on California Avenue. EIR Chapter 5, Alternatives, provides an analysis of Alternative 5, Alternate Massing Alternative, that would result in the redevelopment of the Hotel Parcel with the same program as under the Project but the massing would be shifted towards the Wilshire Boulevard frontage. As shown in Table 5-5, Comparison of Impacts of the Project and Alternatives, Alternative 5 would result in less impacts compared with the Project with regard to shade/shadow, indirect impacts to historic resources, and intersection/street segment impacts but would not eliminate any of the significant and unavoidable impacts that would occur under the Project. In addition, Alternative 5 would result in greater impacts regarding aesthetics since with the massing located along Wilshire Boulevard the local scenic vistas of the Moreton Bay Fig Tree would be reduced and impacts on scenic vistas would be greater under Alternative 5 compared with the Project. Since the public enjoyment of this scenic resource would be reduced, Alternative 5 would have a greater impact relative to scenic resources than under the Project. In addition, Alternative 5 would provide reduced publicly accessible open space (approximately 8,000 sf less than under the Project) compared with the Project and therefore, would not implement policies to increase public open space and to provide art to the same degree (Goals LU17, Policy LU17.1). In addition, as discussed in subsection 5.7, Alternative 5 would not be environmentally superior to the Project since it would not eliminate the significant and unavoidable impacts that would occur under the Project and would result in greater impacts with regard to aesthetics and land use and planning.

The comment also raises concerns regarding traffic and safety with regard to the vehicular access to the Project Site. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidate trips to one point of access. The elimination of vehicular access on Wilshire Boulevard would be consistent with the

[17] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP. In addition, the California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. As a result of modifications to the circulation and parking around the Project Site, there would be a reduction in trips around the hotel resulting from valet trips and people looking for parking. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to employees thereby minimizing trips at that access. As indicated in Section 4.17, although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation, consolidate trips that currently circulate around the block, and minimize transportation impacts on the streets.

Comment Letter I54

From: thebattergirl@gmail.com
To: Roxanne Tanemori
Subject: Miramar
Date: Monday, May 18, 2020 10:26:35 AM

EXTERNAL

Dear Ms Tanemori

I have many concerns regarding the Miramar Hotel Project, from safety and aesthetics to traffic, pollution and air quality.

If this project is approved it would ruin the beauty of our residential area that is across the street from Palisades Park and the California Incline. Please remember, our neighborhood, including California Avenue and Second Street, is supposed to be RESIDENTIAL, NOT COMMERCIAL.

I54-1

Some of my concerns is the proposed underground parking lot on California Avenue. This ingress / egress would severely add more congestion to an already dangerously crowded street that leads to Ocean Avenue and the Incline. It also would endanger the many senior citizens who live in our building. Wouldn't it make a lot more sense to put the garage on a four-lane thoroughfare like Wilshire or Ocean?

Moving the entrance to Second St. would further cripple traffic; Second Street is a narrow two-lane street, compared to Wilshire, where the hotel opens now, and is a much wider four-lane avenue. The 60 condos, that will add a couple of hundred cars to our neighborhood, will further add to the density and congestion in the area.

I54-2

Izhak Saraf
101 California Avenue
1103
Santa Monica, 90405

Sent from my iPhone

Comment Letter I54

Izhak Saraf

Response to Comment I54-1

The comment raises concerns regarding the environmental effects of the Project, with regard to safety, aesthetics, traffic, pollution, and air quality. In addition, the comment expresses an opinion that the Project would ruin the residential neighborhood. The Project Site is located at the northern portion of Downtown within the DCP area. The Project would continue the existing commercial hotel, retail, and restaurant uses on the Hotel Parcel and would introduce residential uses on the property. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area. The issues raised are evaluated in various sections in the EIR; Section 4.1, Aesthetics, addresses public views; Section 4.17, Transportation, addresses safety and traffic; and Section 4.2, Air Quality, evaluates potential air quality impacts. The comment is noted for the record will be provided to the decision makers for review and consideration.

Response to Comment I54-2

The comment also raises concerns regarding traffic and safety with regard to the vehicular access to the Project Site. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidate trips to one point of access. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP. In addition, the California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. As a result of modifications to the circulation and parking around the Project Site, there would be a reduction in trips around the hotel resulting from valet trips and people looking for parking. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to employees thereby minimizing trips at that access. As indicated in Section 4.17, although the Project would provide new access for the Hotel Parcel, the driveways would enhance circulation, consolidate trips that currently circulate around the block, and minimize transportation impacts on the streets. In terms of traffic, based on the analysis in EIR Section 4.17, using the LOS methodology, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments.

Comment Letter I55

From: Kimberley Seldon
To: Rachel Kwok
Subject: Miramar Hotel Project issues
Date: Monday, May 18, 2020 6:51:00 AM

EXTERNAL

Dear Ms. Kwok, Environmental Planner, City Planning Division

Thank you for the opportunity to provide my comments on the proposed Miramar Hotel Project. I am opposed to the project, as I believe that it would negatively impact an area that is already impacted with a great deal of vehicle and pedestrian traffic, both from residents and visitors. My concerns are many, from aesthetics to traffic and safety.

If approved, this project would compromise the aesthetics of our beautiful neighborhood. This area, comprised of a variety residential and family residences is located across the street from Palisades Park and the California Incline. The design of the proposed building is an eyesore, that is not in keeping with the aesthetics that were created decades ago when the area was originally developed as a quiet residential neighborhood. California Avenue and Second Street, is zoned **residential and not commercial, therefore, this proposed development is inappropriate**, and should not be considered.

In addition, the traffic concerns of the proposed underground parking lot on California Avenue are numerous. This ingress / egress would add more vehicles to an already crowded area, including the need to cross heavily used sidewalks that lead to Ocean Avenue and the Incline. Residents and visitors already utilize California Avenue access the park and beach for exercise and recreation. This proposed project would only increase this congestion. I55-1

And, any increase in traffic would certainly create safety concerns as my neighbors and I walk and drive from my residence. Many of us, including the senior citizens who live in the building at 101 California Avenue, utilize California Avenue to access our parking area and pedestrian entrance way. The ingress and egress is already a concern, with dozens of walkers, strollers and joggers using the sidewalks to get to and from the beach. Moving the entrance to Second St. would further cripple traffic; Second Street is a narrow two-lane street.

I am opposed to any increase in the density and congestion of the area. I am sure traffic studies indicate the addition of 60 condominiums will also add vehicle and foot traffic to streets and sidewalks in our neighborhood. As such, I am requesting that you do not approve the proposed Miramar Hotel Project.

Thank you for your consideration of my concerns.

Kimberley Seldon
101 California Avenue

Santa Monica, 90403

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Kimberley Seldon
Kimberley Seldon Design & Media Inc.
Business of Design™

Comment Letter I55

Kimberly Seldon

Response to Comment I55-1

The comment expresses opposition to the Project and expresses concerns regarding the environmental effects of the Project, with regard to land use compatibility, aesthetics, traffic, and safety. The comment states that the Project does not belong to the residential area in which it is located. As discussed in Section 4.12, Land Use and Planning, the Hotel Parcel is the northern most property located on Ocean Avenue within the Downtown Community Plan area and the Second Street Parcel is adjacent to the northern most property on 2nd Street within the DCP area. As indicated in Section 4.12, consistent with the DCP, the Hotel Parcel is designated Ocean Transition (OT), inclusive of an Established Large Site (ELS) Overlay designation. The designation allows commercial uses with a maximum height of 130 feet in height and 3.0 FAR. The Second Street Parcel is designated as Wilshire Transition (WT) with the maximum development standards of 60 feet in height and 2.75 FAR. The Project would be consistent with the DCP in terms of uses. The uses on the Hotel Parcel would continue the historical hotel use of the property and would introduce residential uses on the property– both these uses would be consistent with the uses that already exist in the area. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area. The uses would be compatible with the surrounding uses.

With regard to aesthetics, Section 4.1, Aesthetics, contains photographic simulations and evaluates the potential impact on scenic vistas and resources for informational purposes only since pursuant to California PRC Section 21099 the aesthetics impacts of the Project shall not be considered significant. It should be noted that the analysis focuses on public views since, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[18]

With regard to traffic, vehicular access, and safety, EIR Section 4.17, Transportation, evaluates these issues. As shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidate trips to one point of access. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP. In addition, the California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. As a result of modifications to the circulation and parking

[18] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

around the Project Site, there would be a reduction in trips around the hotel resulting from valet trips and people looking for parking. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to employees thereby minimizing trips at that access.

The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I56

From: Kimberley Seldon
To: Roxanne Tanemori
Subject: Miramar Hotel Project issues
Date: Monday, May 18, 2020 7:02:02 AM

EXTERNAL

Dear Roxanne Tanemori (Principal City Planner),

Thank you for the opportunity to provide my comments on the proposed Miramar Hotel Project. I am opposed to the project, as I believe that it would negatively impact an area that is already impacted with a great deal of vehicle and pedestrian traffic, both from residents and visitors. My concerns are many, from aesthetics to traffic and safety.

If approved, this project would compromise the aesthetics of our beautiful neighborhood. This area, comprised of a variety residential and family residences is located across the street from Palisades Park and the California Incline. The design of the proposed building is an eyesore, that is not in keeping with the aesthetics that were created decades ago when the area was originally developed as a quiet residential neighborhood. California Avenue and Second Street, is zoned **residential and not commercial, therefore, this proposed development is inappropriate**, and should not be considered.

In addition, the traffic concerns of the proposed underground parking lot on California Avenue are numerous. This ingress / egress would add more vehicles to an already crowded area, including the need to cross heavily used sidewalks that lead to Ocean Avenue and the Incline. Residents and visitors already utilize California Avenue access the park and beach for exercise and recreation. This proposed project would only increase this congestion.

And, any increase in traffic would certainly create safety concerns as my neighbors and I walk and drive from my residence. Many of us, including the senior citizens who live in the building at 101 California Avenue, utilize California Avenue to access our parking area and pedestrian entrance way. The ingress and egress is already a concern, with dozens of walkers, strollers and joggers using the sidewalks to get to and from the beach. Moving the entrance to Second St. would further cripple traffic; Second Street is a narrow two-lane street.

I am opposed to any increase in the density and congestion of the area. I am sure traffic studies indicate the addition of 60 condominiums will also add vehicle and foot traffic to streets and sidewalks in our neighborhood. As such, I am requesting that you do not approve the proposed Miramar Hotel Project.

Thank you for your consideration of my concerns.

I56-1

Kimberley Seldon
101 California Avenue
Santa Monica, 90403

Comment Letter I56

Kimberly Seldon (2)

Response to Comment I56-1

This letter is the same as Comment Letter I55. Please see responses provided above to comments in Comment Letter I55.

Comment Letter I57

From: franklin shirley
To: Rachel Kwok
Subject: Miramar Hotel
Date: Thursday, February 27, 2020 6:23:47 PM

EXTERNAL

Rachel/ City Hall of Santa Monica,

I am a 32 year resident of Santa Monica, at 1007 Ocean Ave.
I encourage and support the renovation work at the Miramar Hotel, because , it will add to the local economy, as well as to all Santa Monica Citizens a better experience for ourselves and our out of town friends, family and business associates. I57-1

Stagnant development only contributes to the death of a city/community.

Warmest Regards

Franklin P Shirley
1007 Ocean Ave
Santa Monica Ca 90403

Comment Letter I57

Franklin Shirley

Response to Comment I57-1

The comment provides general support citing the economic and revitalization benefits of the Project and does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I58

JASIN CO.

REALTY • BUILDING • PROPERTY MANAGEMENT

16055 VENTURA BLVD., SUITE 1002 · ENCINO, CA 91436 · (818) 990-5066 · FAX (818) 990

March 11, 2020

Rachel Kwok, Environmental Planner
City Planning Division
1685 Main Street, Room 212
Santa Monica, CA 90401

Dear Ms. Kwok and Planners,

I am in receipt of your notice regarding The Miramar Hotel Project.

I have carefully analyzed the request that are being made. I hereby request that the planning Department of Santa Monica refuse this plan. It is way too big a project for that area.

We already have traffic congestion in the area of 1133 Ocean Ave. and 1127 2nd Street. The existing zoning does not allow for such extensive new construction, 130 ft. high is 15 stories high. I58-1

This project if allowed by the City of Santa Monica will create a nightmare of congestion of people, cars, pollution, waste and noise.

This is a project that should not be considered by the City of Santa Monica.

Respectfully submitted,

Rita Sinder

Rita Sinder
1032 2nd Street
Santa Monica, CA 90403

Comment Letter I58

Rita Sinder

Response to Comment I58-1

The comment expresses opposition to the Project and expresses concerns regarding the environmental effects of the Project, with regard to the size of the Project, traffic, pollution, waste, and noise. With regard to the size of the Project, as indicated in EIR Section 4.12, Land Use and Planning, the Hotel Parcel is designated Ocean Transition (OT) with an Established Large Site (ELS) Overlay designation. The designation allows a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Project would have a range of building heights from 76 feet to a maximum of 130 feet and a 2.6 FAR; therefore, the Project would be consistent with the DCP. The other issues raised are evaluated in various sections in the EIR. Section 4.2, Air Quality, evaluates potential air quality impacts; Section 4.17, Transportation, evaluates traffic impacts; and Section 4.14, Noise and Vibration, evaluates potential noise.

The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I59

From: David Solomon
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Terry O'Day; Sue Himmelrich; tedwinterer@gmail.com; Ana Maria Jara; David Martin; Lane Dilg; Greg Morena; Roxanne Tanemori; gleam.davis@gmail.com
Subject: Miramar
Date: Sunday, May 24, 2020 10:12:24 AM

EXTERNAL

Dear City Officials,

I am writing as a Santa Monica native, SAMOHI graduate, current owner and former board member at 101 California, and top US Realtor with over a quarter billion dollars sold in Santa Monica alone. I cannot begin to overstate the significant property value increases expected for my building and other adjacent neighbors as a direct result of the hundreds of millions of dollars being reinvested right next door, to remake the Miramar Hotel into a five-star hotel and residential destination.

The comprehensive redevelopment plan for the Miramar will not only aid the City in its two key priorities during this crisis (tax revenues and housing – both market rate and affordable), but it will reshape the Miramar as one of the top hotels in the region if not the country. It is awesome to me to finally see forward thinking real estate investment, even in this unprecedented economic crisis and the plan for the new Miramar will help Santa Monica come out of the recession and provide the centerpiece for the economic recovery plan for our City.

In my opinion Ocean Avenue severely lacks world class architecture and design for such an iconic street where the West Coast falls into the Pacific Ocean. Drive up and down Ocean Avenue and there is not one building that is truly exciting. The incredible new open spaces and the stunning contemporary architecture will create a new jewel in the Santa Monica skyline appropriate for this key gateway to our City.

I'd like everyone to know that not all homeowners at my building directly next door oppose this project. The majority of owners who do are the same ones who have let our building deteriorate and be riddled with problems. You can check with the building and safety and fire department for the multiple notices that they have given us. Don't let a few cheap homeowners who disregard the safety and wellbeing of its residents fool the city that everyone at our building opposes this project

I've been patiently waiting for years for the new Miramar Santa Monica and hope that the City staff and City Council approve this project quickly as a rising tide lifts all boats.

I59-1

All the best,

David Solomon

DAVID SOLOMON
FOUNDER | SOLOMON PROPERTY GROUP
O: (310)595-3887 | M: (310)633-4922
www.SPG83.com
DRE# 1386406

Comment Letter I59

David Solomon

Response to Comment I59-1

The comment provides general support for the Project citing economic benefits, provision of housing, provision of open space, and the architecture. The comment does not address the adequacy of the EIR. Therefore, the comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I60

From: Sonya Sones
To: Rachel Kwok
Cc: councilmtgitems; City of Santa Monica; Gleam Davis; Terry O'Day; Ana Maria Jara; Mayor Kevin McKeown; Sue Himmelrich; Greg Morena; Lane Dilg; Ted Winterer; Council Mailbox; Council Mailbox; Leslie Lambert; Richard McKinnon; Elisa Paster; Shawn Landres; Mario Fonda-Bonardi; Jim Ries; Nina Fresco; Planning; David Martin; Roxanne Tanemori
Subject: SAY NO TO THE MIRAMAR EXPANSION!
Date: Saturday, May 16, 2020 5:35:36 PM

EXTERNAL

Dear Rachel,

I was very disturbed to hear that you are even considering allowing the Fairmont Miramar Hotel to build an 8-story addition on their property. If you allow this, it is the beginning of the end. It is already horribly congested in that area, and the 60 condos they are proposing will only serve to increase that problem. Please don't allow any more high-rise hotels in Santa Monica! I60-1

Don't let the whole situation with the pandemic cause you to make a decision that will haunt the city forever, once this crisis is behind us! Don't allow this oversized monstrosity to ruin our city!

Thanks for your consideration,

Sonya Sones

Comment Letter I60

Sonya Sones

Response to Comment I60-1

The comment expresses opposition to the Project and expresses concerns regarding the environmental effects of the Project, with regard primarily to the size of the Project. As indicated in EIR Section 4.12, Land Use and Planning, the Hotel Parcel is designated Ocean Transition (OT) with an Established Large Site (ELS) Overlay designation. The designation allows a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Project would have a range of building heights from 76 feet to a maximum of 130 feet and a 2.6 FAR; therefore, the Project would be consistent with the DCP. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I61

From: Marc Spilo
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar DEIR
Date: Thursday, May 21, 2020 11:50:25 AM

EXTERNAL

Dear Ms. Kwok,

As a longtime resident and business owner in Santa Monica and a neighbor of the Miramar, I would like to express my support for the both findings in the Draft EIR for the Miramar project and my support for moving this project forward for City Council consideration.

I'm very pleased by a number of the components of the proposed development, specifically noted in the Draft EIR:

- Preservation of the historic Moreton Bay Fig Tree and the Palisades Building.
- The significant amount of new open space in the design, including publicly-accessible open space for Santa Monica residents and visitors alike to enjoy.
- The critically important responsibility we have, especially now to provide affordable housing.
- Up to 428 underground parking spaces to meet demand and take employee parking off our neighborhood streets.
- A beautiful new hotel on a very prime corner in our beautiful city that will generate significant and desperately needed new tax revenues for our City to support our essential services and programs.

I'm also pleased to see that the developer doing this project is one who has developed other properties I have visited that can only be described as truly first-class, stunning properties which is what this city and this site deserve.

I61-1

Sincerely,

Marc Spilo

Marc Spilo | CEO |Spilo Worldwide | 100 Wilshire Blvd. Suite 700 |Santa Monica, CA 90401
marc@spilo.com ph 323.487.4600 ext. 1650 fx 323.978.5812

Comment Letter I61

Marc Spilo

Response to Comment I61-1

The comment provides general support for the Project citing the preservation of the Moreton Bay Fig Tree and the Palisades Building, provision of open space, affordable housing, and on-site parking, as well as the architecture. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I62

From: WILLIAM STADIEM
To: Rachel Kwok
Cc: Cody Nicholson; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar expansion
Date: Friday, May 15, 2020 5:32:05 PM

EXTERNAL

Dear Rachel Kwok, I am a writer/attorney resident of 101 California Avenue and have lived in my condminium here since 1983. Part of the allure pf this domicile has been able to grow old (time flies) in such a lovely location that is safe, quiet and beautiful. In the last decade, beginning in 2011, the idyll of living here has been threatened by the relentless efforts of the owners of the Miramar to expand their property, jeopardizing not only the quiet enjoyment of my property but also the safety and serenity of this unique neighborhood and the entire low rise seaside character of the city of Santa Monica itself. The Covid 19 crisis is bad enough. Insult is added to injury by the city planning division's extended solicitation of comments and concerns regarding the Miramar's latest push to devour the neighborhood only to May 24, when LA's top officials have indicated that the entire city may be locked down in some form until August or later. This is not fair to the legions of concerned citizens, who are unable by law to gather, meet with each other and organize a response to this would-be leviathan in our midst. Fairness demands that this discussion be postponed until all of us are in some control of our lives again. In short, I am concerned about the addition of 60 luxury condos to the property, the addition of possibly hundreds of new cars to a neighborhood already begin to be choked by traffic; the noise, dirt, and disruption of years of demolition and construction; and the destruction/obstruction of the ocean views of one side of my building by new and towering additions to the Miramar parcel. I am asking you to postpone the urban dialogue until all ceoncerned parties are able to contribute to it, not riush toward judgement in the worst civic crisis of our lifetimes. Please don't make Santa Monicans' pain wiorse than it already is. Thank you for your consideration. William Stadiem, 101 California Avenue, Apartment 607, Santa Monica 90403 I62-1

Comment Letter I62

William Stadiem

Response to Comment I62-1

The comment expresses concern regarding the comment period occurring during a pandemic. It should be noted that the public comment period for the Draft EIR was originally noticed for 60 days, which exceeded the minimum 45-day comment period required by CEQA. In recognition of the pandemic, the public comment period was further extended by an additional 30 days – providing a comment period of 90 days total (3 month) for the Draft EIR. The City believes that the extended comment period provides sufficient time for public comments on the adequacy of the Draft EIR. During the COVID-19 pandemic, the City continues to operate and provide services virtually, including the processing of permits and project applications. This comment is noted and will be forwarded to the decision makers for review and consideration.

In addition, the comment expresses concerns regarding the environmental effects of the Project, with regard to the traffic, disruption from construction, and views. The issues raised are addressed in the EIR and the analyses evaluate construction and operation. EIR Section 4.17, Transportation, provides an analysis of traffic impacts and Section 4.14, Noise and Vibration, provides a noise analysis. EIR Section 4.1, Aesthetics, provides an analysis of potential impacts on scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). It should be noted that the analysis focuses on public views since, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[19]

[19] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

Comment Letter I63

From: Richard Stearns
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Gleam; Terry O'Day; Ana Maria Jara; Sue Himmelrich; David Martin; Roxanne Tanemori Roxanne.Tanemori@SMGOV.NET Ted Winterer; Lane Dilg
Subject: Comments and Opinion on The Miramar Project
Date: Wednesday, May 20, 2020 11:08:58 AM

EXTERNAL

Dear Santa Monica Representatives and Council,

I, along with my immediate and extended family, have lived in Santa Monica since 1984. Since 1991 I have been a residential real estate professional focused on Santa Monica. In 2009, I founded Partners Trust Real Estate and by 2017, employed 250 agents and brokers. I wanted to submit a letter with my support of the investment and development planned for the Miramar site on Ocean Avenue, Downtown Santa Monica.

Several years ago, I was approached by various owners at the 101 California Condominium to consult on the impact of the redevelopment of the Miramar Hotel on their property. They wanted me to illustrate and validate the negative property value impacts of the proposed redevelopment. Unfortunately, I was never hired because my opinion was and is actually quite different than what they were looking to communicate. In fact, in my opinion, the investment and upgrades planned for the Miramar Hotel will significantly increase the property values for **all** of the surrounding property owners, both residentially and commercially. I63-1

In addition, the substantial increased tax revenues, property taxes and job creation are sorely needed in this City as we face an economic crisis and budget deficit unlike anything that we have seen in our lifetime. The fact that the Miramar is willing to take this risk and can continue to pursue this significant reinvestment in this economic environment is astounding and the City should do everything that they can to prioritize a project that conforms to city-provided parameters on height, density, sustainability and open space. And again, the project will help in meeting the two most critical needs in the City – new tax revenues and housing.

I have attended several public hearings/forums on the project and have listened carefully to all sides and perspectives. I look forward to the City staff moving this project forward for City Council's review and hopefully approval this year.

I am available, as needed, for further conversation.

Thank you,
Richard

Doc Halo

Richard Stearns
Broker, Founding Partner
richard.stearns@compass.com
c: 310-850-9284
DRE# 01118915

11601 Wilshire Blvd, Suite 101, Los Angeles, CA 90025
Wall Street Journal Top 150 Brokers in The United States

Comment Letter I63

Richard Stearns

Response to Comment I63-1

The comment provides general support citing economic benefits, provision of housing and open space, sustainability features, and compliance with the DCP. The comment does not address the adequacy of the EIR. Therefore, the comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I64

From: Strumpell Kent
To: Rachel Kwok
Subject: Miramar Hotel Project Draft Environmental Impact Report SCH No. 2013041091.
Date: Tuesday, May 26, 2020 5:00:03 PM

EXTERNAL

Below are comments regarding the DEIR for the Miramar Hotel Project

1. The environmental analysis needs to better evaluate the impact of parking

The project proposes to provide 480 parking spaces, considerably more than what exists in the current facility. At the same time the DEIR acknowledges that providing less parking could reduce VMT (4.17-46). In light of the need for our society to reduce greenhouse gas emission in response to global warming and to be consistent with Santa Monica's Climate Action and Adaption Plan which has a goal for the city to be carbon neutral around mid century, the amount of parking proposed seems inconsistent with the need to reduce automobile use. The DEIR does not justify this inconsistency adequately nor does it offer an alternative access strategy that would better meet local and state goals for greenhouse gas reduction. I64-1

2. The project needs to be able to accommodate a large increase in short-term bicycle parking demand at ground level.

It appears that the majority of bicycle parking proposed will be located underground with most of it for employees, hotel guests and residents. As our city and region adapt to the need significantly reduce motor vehicle use, the usage of bicycles, electric bikes and other low-speed mobility devices is projected to increase. For this project to accommodate the need for restaurant, retail and event vistors to park such devices conveniently and securely, the project needs to identify substantial areas for this to happen at ground level, close to the retail destinations and within easy access of surrounding bike routes and roads. Underground, valet-dependent bicycle parking does not meet this need in a manner that will encourage the high numbers of guests arriving by bicycle to reduce automobile use. I64-2

Thank you,

Kent Strumpell
1211 Michigan Ave.
Santa Monica, CA 90404

Comment Letter I64

Kent Strumpwell

Response to Comment I64-1

The comment indicates that the provision of parking needs to be evaluated in light of greenhouse gas emissions resulting from cars, impacts on global warming, and consistency with the City's Climate Action and Adaptation Plan. EIR Section 4.9, Greenhouse Gas Emissions, contains a detailed analysis of the potential GHG emissions that would result from the construction and operation of the Project. The analysis takes into account the GHG emissions that would result from the Project's vehicle trips and addresses the consistency of the Project with applicable regulations, plans, and policies to reduce GHGs, set forth by, the State of California, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the City of Santa Monica (City) to reduce GHG emissions. Based on the analysis, the Project is consistent with applicable State, regional and City goals, plans, policies, and regulations for reducing GHG emissions. In addition, the Project would minimize the GHG emissions relative to the existing Project Site conditions by implementing Project Design Features PDF AQ-1 and PDF AQ-2, to reduce energy use and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's Green Building Code, the SCP, and the Climate Action and Adaptation Plan. Therefore, impacts would be less than significant and no mitigation measures are required. In terms of the number of parking space, the precise number of vehicle parking spaces would be determined as part of the Development Agreement.

Response to Comment I64-2

The comment expresses concern with regard to the location of short-term bicycle parking spaces. As indicated in EIR, Chapter 2, Project Description, bicycle parking (short-term and long-term) would be provided on the Hotel Parcel. The precise number of bike parking spaces and location of short-term spaces would be determined as part of the Development Agreement. It is anticipated that the Project will include short-term spaces on the ground level to serve Project visitors. The comment will be forwarded to the decision makers for consideration.

From: Cara Tas
To: Rachel Kwok
Cc: Mayor Kevin McKeown; gleam.davis@gmail.com; Terry O'Day; Ana Maria Jara; Greg Morena; Sue Himmelrich; David Martin; Roxanne Tanemori; tedwinterer@gmail.com; Lane Dilg
Subject: Miramar Project _ Love for our City
Date: Wednesday, May 20, 2020 1:15:55 PM
Attachments: Miramar Project_Love for our City.pdf

EXTERNAL

Miramar Project

To Whom it May Concern:

I have been living in Santa Monica for the past 9 years. I enjoy walking and running along Palisades Park at Sunset. I love the fact that the Miramar is going to add new and complementary open spaces across from the Palisades Park. I have been following the developments on this project and I am really excited. All up and down Ocean Avenue, the east side of the street lacks pedestrian appeal or activated open spaces. The new Miramar opens up the entire site to Ocean Avenue and provides a new park and gardens area for the community, highlighting the Miramar Fig Tree front and center and engaging the pedestrian environment.

In fact, the entire architectural design from the internationally known Pelli Clarke Pelli Architects is focused on highlighting this amazing historic tree, which as a design professional I can truly appreciate. I can't wait to be able to enjoy our beautiful sunsets in a safe, secure and beautiful garden area with new restaurants and outdoor seating that overlook the ocean or to grab a drink under the Fig Tree.

Let's turn the Miramar hotel's existing parking lots, walls and driveways into activated open spaces and outdoor dining for the community to enjoy – I support the new plan for the Miramar and hope that the City Council does too. Can we please work together and make this city even more beautiful. I love it here so much!

On a personal note:

I get very sad when I see restaurants; businesses open up and shut down. We have the opportunity to bring more revenue to the city. I want to see my local friends thrive and the only way we can do this is to compete. I have traveled all over the world and the best place to live is Santa Monica, but in some regards we handicap ourselves from growth. I see this city with a potential of the mix of Monaco for shopping, prestige and location to amazing places in a short driving distance. Then we combine that with the beach vibe of Australia's Bondi Beach. And last we need more of a "scene." In Lisbon Portugal there is a small strip of streets where you walk from one live music club/bar to the next. As you can see retail is dying and the 3rd Street promenade is looking like a ghost town. What if we take the stretch from Arizona to Wilshire and make it into live music venues. It would increase revenues to the city, condense the retail so the shops don't look so empty and make the city truly perfect.

I would love to join the city council or volunteer or in any way get more involved. Can someone please contact me?

Warm Regards,

I65-1

Cara Tas
CARA TAS DESIGN, LLC
Ph: 310.773.7307
Email: cara@caratasdesign.com
Web: www.caratasdesign.com

Comment Letter I65

Cara Tas

Response to Comment I65-1

The comment provides support for the Project citing provision of open space and improvements for the pedestrian experience including views of the Moreton Bay Fig Tree. In addition, the commenter provides other ideas for the Downtown based on their travel experience as well as an offer to be more involved in the community. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

From: meilisa thompson
To: Rachel Kwok; Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; ane.dilg@smgov.net; David Martin; Roxanne Tanemori
Cc: linettwork@gmail.com; editor@smdp.com
Subject: the Miramar Hotel Project too?
Date: Sunday, May 24, 2020 3:57:08 PM

EXTERNAL

To Rachel Kwok and the Santa Monica City Council:

On the heels of the massive city budget cuts, which was underhandedly passed (the report produced the next day obviously wasn't created overnight), **you're sneaking through the Miramar Hotel Project too**?

Oh my gosh you're ruining Santa Monica at lightening speed!

You are well aware of why we residents hate this project (benefitting Michael Dell and his company MSD Capital):

• more traffic

• more pollution

• more callous disregard for the beauty of our residential areas, Palisades Park and the California Incline

• more commercialism encroaching and destroying our residential areas (e.g. scooters)

I66-1

We're not tourists, we're not developers, we are residents of Santa Monica that LIVE here.

"Don't it always seem to go
That you don't know what you've got til its gone
They paved paradise
And put up a parking lot," Joni Mitchell

Mei Lisa Thompson

2608 5th St.

Santa Monica

Comment Letter I66

Mei Lisa Thompson

Response to Comment I66-1

The comment expresses opposition to the Project and raises concerns regarding the environmental effects of the Project, with regard to land use compatibility, aesthetics, traffic, and pollution. The comment states that the Project does not belong to the residential area in which it is located. As discussed in Section 4.12, Land Use and Planning, the Hotel Parcel is the northern most property located on Ocean Avenue within the Downtown Community Plan area and the Second Street Parcel is adjacent to the northern most property on 2nd Street within the DCP area. As indicated in Section 4.12, consistent with the DCP, the Hotel Parcel is designated Ocean Transition (OT), inclusive of an Established Large Site (ELS) Overlay designation. The designation allows commercial uses with a maximum height of 130 feet in height and 3.0 FAR. The Second Street Parcel is designated as Wilshire Transition (WT) with the maximum development standards of 60 feet in height and 2.75 FAR. The Project would be consistent with the DCP in terms of uses. The uses on the Hotel Parcel would continue the historical hotel use of the property and would introduce residential uses on the property– both these uses would be consistent with the uses that already exist in the area. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area. The uses would be compatible with the surrounding uses. The other issues raised are evaluated in the EIR. Section 4.1, Aesthetics, addresses public views; Section 4.17, Transportation, addresses traffic; and Section 4.2, Air Quality, evaluates potential air quality impacts. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I67

NATHANIEL TRIVES<>2007 NAVY STREET, SANTA MONICA, CA 90405-5945

May 19, 2020

Rachel Kwok
Environmental Planner
City Planning Division
1685 Main Street Room 212
Santa Monica, CA 90401

Dear Ms. Kwok:

I have lived and worked in Santa Monica since my arrival in 1949 and I can honestly say I truly love our City and have dedicated my life to giving service to it and its people for more than sixty years. We are a world class destination that has been set back by the COVID-19 pandemic. I am honored, as past Chair of the City's Travel & Tourism Bureau, to submit my letter of support during the EIR public comment period.

Given these stark economic times, now more than ever we need to support investment in our community that follows the principles of our great City. The Miramar has been part of our community for over 100 years and they are looking to invest several hundreds of million dollars to ensure the hotel's viability for the next 100 years, even in this, the worst economic recession of our lives.

I have followed this project from the very beginning with a public process that has lasted for well over 10 years! Several iterations of the proposed design have been made based on community feedback – including the latest Pelli Clarke Pelli design that is not only world-class, but I believe to be the best of all the previous options because of that community input. This version also happens to be fully compliant with the zoning from the City's Downtown Community Plan. I67-1

The new Miramar is more sustainable than the existing hotel using less water and energy (a truly green approach to development), will generate thousands of new construction jobs and will create hundreds of millions of dollars in new tax revenues for the City at a time when long-term revenue stability is essential to maintain our services and programs and to bring back those programs that we all care so much about.

This is a great project for our City, and I hope that the Council makes the right choice for the entire community and brings the new Miramar to fruition this year!

Sincerely,

Nathaniel Trives

Nathaniel Trives
Former Mayor
City of Santa Monica

Cc: Honorable Mayor & Members of the City Council; City Manager; Planning Director & Appropriate Planning Staff; and Applicant

TELEPHONE NUMBER 310-399 1788<>EMAIL ADDRESS NTRIVES@VERIZON.NET

Comment Letter I67

Nathaniel Trives

Response to Comment I67-1

The comment provides support for the Project citing economic benefits, jobs, design, and sustainability features. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I68

From: janie vega
To: Rachel Kwok
Cc: Mayor Kevin McKeown; baytowersoffice@gmail.com
Subject: Miramar Development
Date: Sunday, May 24, 2020 12:00:33 PM

EXTERNAL

Dear Ms. Rachel and City Council,

I have lived at 101 California for more than 30 peaceful years. It appears the Miramar project will end our peaceful life. The problems: narrow 2nd street as hotel entrance, California Ave.traffic disaster with hotel garage plans on that street and views obstructed with luxurious condos to be built. The whole scenario looks like a long nightmare for all the residents in our area especially for children and so many seniors. Also do you believe our wonderful tree in the center can survive this? I hope you will not approve the plan as presented to you. I68-1

With all due respects,
Janie Vega
101 California Ave.

Comment Letter I68

Janie Vega

Response to Comment I68-1

The comment expresses concerns regarding the environmental effects of the Project, with regard to vehicular access, views, and preservation of the Moreton Bay Fig Tree. With regard to vehicular access, as shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidate trips to one point of access. The elimination of vehicular access on Wilshire Boulevard would be consistent with the DCP, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. As a result of modifications to the circulation and parking around the Project Site, there would be a reduction in trips around the hotel resulting from valet trips and people looking for parking. Thus, while the Project would include new driveway access, some of the existing traffic in the vicinity of the Hotel Parcel would be reduced, the new circulation pattern would disperse trips to three of the four streets that bound the Hotel Parcel, and the driveway on California Avenue would be limited to employees thereby minimizing trips at that access.

With regard to views, EIR Section 4.1, Aesthetics, provides an analysis of potential impacts regarding scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). It should be noted that the analysis focuses on public views since, as indicated in Section 4.1, the California courts have routinely held that "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact."[20]

With regard to the protection of the Moreton Bay Fig Tree, Section 4.3, Biological Resources, provides a detailed analysis of the potential Project impacts during construction and operation on the tree. The analysis is based on technical reports provided in Appendix C of the EIR. The analysis considers impacts to the root system and the canopy during construction as well as potential vibration impacts. The analysis also evaluates potential direct impacts resulting from hardscape, drainage, irrigation, lighting and planting as well as potential indirect impacts resulting from shade/shadow and wind. Based on the analysis, impacts to the Moreton Bay Fig Tree would be less than significant.

The comment is noted for the record will be provided to the decision makers for review and consideration.

[20] *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App. 4th 249, 279 (2006).

From: Laurene von Klan
To: Rachel Kwok
Subject: Miramar Hotel Project Draft Environmental Impact Report SCH No. 2013041091.
Date: Tuesday, May 26, 2020 4:30:32 PM

EXTERNAL

Please accept the following comments on Miramar Hotel Project Draft Environmental Impact Report SCH No. 2013041091.

Thank you for the opportunity to comment on the Draft EIR for the Miramar Hotel project. I received a presentation on the project and provided some feedback to the developer and appreciate that opportunity. I recognize that this project has evolved significantly over time and that the project provides many community benefits.

The Project includes numerous features consistent with the City's Green Building Code, the Sustainable City Plan and the Climate Action and Adaption Plan. (p. 4.9-48) The Project will result in an approximately 33% reduction in water use compared to existing conditions. (4.12-46) I69-1

It also provides much needed affordable housing. within close proximity to transit. Specifically, the proposed residential units would be located in close proximity to transit stops for the Big Blue Bus and Metro bus lines, as a well as the Expo LRT Downtown Santa Monica Station. Further, the proposed residential units would be located within close proximity to retail, service, and entertainment uses. (4.12-24)

Several other aspects of the project raise questions that I hope you will consider including in the EIR.

Parking and VMT: The Project includes approximately 480 parking spaces for the hotel, housing, shopping, condominiums, and retail combined, which is a significant increase over the existing project. Provision of parking can lead to more driving according to some research (https://journals.sagepub.com/doi/abs/10.3141/2543-19)

Likewise, the DEIR states that VMT could reduced with fewer parking spaces. (4.17-46).

The Project is estimated to create an additional 1,367 trips on a weekend day. (4.17-34). Please investigate if the VMT and greenhouse gases could be reduced if fewer parking spaces were provided. I69-2

Parking lots nearby, within walking distance of the project, have been documented as having many available underused spaces. These can be investigated as a reasonable alternative. https://la.streetsblog.org/2019/11/05/more-drivers-fewer-parkers-parking-in-downtown-santa-monica-is-more-abundant-than-ever-lets-reclaim-our-streets/

Likewise, It is the goal of the Coast Act 30253 (d) to minimize d) Minimize energy consumption and vehicle miles traveled.

Parking structure: Future uses to be considered. Our world is rapidly changing and this I69-3

project is envisioned as a one that can endure and meet community needs for many years to come. Among the projects goals are providing community benefit and sustainability in support of the CAAP. (page ES-40.) Can you please explore alternatives for converting the underground parking to complete electric vehicle support in the future as well as conversion to other uses that might support the community during extreme events. I69-3 (con.)

The role of the Project during extreme heat or other such events is potentially significant. This is consistent with CAAP goal *CRC4: Prepare for Extreme Heat.*

Solar and Battery Storage: Parking Structure in Square Footage. It is unclear if the underground parking structures are included in the goal of meeting the city requirement of 2.0 watts per square foot. (Page ES-21) Please consider including this square footage, since parking lots require ventilation as well as lighting. I69-4

Please also consider the importance storage which is important to the city and region's climate preparedness. See CAAP CRC7: Increase Resilience of Local Energy Infrastructure which encourages work with local businesses to realize this goal.

Bicycle Parking: location evaluation (Page ES-22) The number of planned bicycle parking spaces is significant and we commend the project for this. However, for these spaces to be used effectively and meet the city's goals of reducing automobile vehicle miles a significant number of those spaces need to be located near the intended uses and at street level. It is very difficult, based on the illustrations provided to identify where these might be located. I69-5

Thank you for your consideration.

Laurene von Klan
Santa Monica

Comment Letter I69

Laurene Von Klan

Response to Comment I69-1

The comment acknowledges that the Project would include community benefits, sustainability features, and affordable housing. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

Response to Comment I69-2

The comment expresses concern regarding the provision of on-site parking relative to VMT and greenhouse gas emissions and provides links to two articles. The first article addresses the effects of parking on automobile use in cities and the second article is regarding the availability of parking spaces in the parking structures in Downtown Santa Monica. As stated in this comment, the EIR estimates the Project's VMT based on the conservative assumption that the affordable housing on Second Street Parcel would have two spaces per unit. Acknowledging the abundance of mass transit service and other non-vehicle mobility options that the Downtown enjoys, the Applicant proposes to build no more than one parking space per affordable unit. The precise number of vehicle parking spaces would be established in the Development Agreement, which will be subject to City Council review and approval. Since the number of parking spaces actually constructed would likely be less, VMT and associated GHG emissions would also be less than that disclosed in the EIR.

With regard to the use of off-site parking, the DCP adopts a shared parking approach, in which parking in the Downtown could be shared amongst uses. Thus, the DCP does not have minimum parking requirements. However, the Project is providing on-site parking for a number of reasons, including the need to meet Coastal Commission requirements.

The comment is noted for the record will be provided to the decision makers for review and consideration.

Response to Comment I69-3

SMMC Section 9.28.160 requires that new development projects providing at least 25 parking spaces, electric vehicle charging stations must be provided in the following amounts: for 25-49 parking spaces: 1 charging station and for 50-99 parking spaces: 2 charging stations, plus one for each additional 50 parking spaces. The Project would be required to provide at a minimum the requisite EV charging spaces; the precise number of electric vehicle charging spaces would be established in the Development Agreement, which will be subject to City Council review and approval.

Response to Comment I69-4

The comment raises a question regarding the calculations for the required installation of the photovoltaic (PV) systems. As indicated in PDF AQ-2, under energy, the Project will install PV systems as required by the City's Green Building Code Solar Ordinance. As indicated, the minimum total wattage of 2.0 is based on the square footage of the building footprint and not the

square footage contained within the building. With regard to on-site battery storage, the Project does not propose on-site battery storage at this time; and the EIR does not currently analyze the inclusion of this feature. However, the comment is noted, and will be forwarded to the decision makers for consideration.

Response to Comment I69-5

The comment expresses concern with regard to the location of short-term bicycle parking spaces. As indicated in EIR, Chapter 2, Project Description, bicycle parking (short-term and long-term) would be provided on the Hotel Parcel. The precise number of bike parking spaces and location of short-term spaces would be determined as part of the Development Agreement. The comment will be forwarded to the decision makers for consideration.

Comment Letter I70

From: Nicholas von Speyr
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Miramar Hotel Project
Date: Tuesday, May 19, 2020 3:51:11 PM

EXTERNAL

Dear Rachel Kwok,

We were surprised that the owners continue to present an even larger and all embracing redevelopment plan for the Miramar Hotel given that this unique plot of land is located in a densely populated residential area both on the north and east sides and, to a lesser extent, on the south side.

This project is a once in a lifetime opportunity to create the best and most beautiful hotel in Santa Monica on what, we understand, was the private estate of the first mayor of Santa Monica and, therefore, is part of the history of the city. Let us get it right so that it can withstand the test of time and develop an appropriately sized, high quality and elegant hotel without the negatives of substantially increasing 1) the road traffic in the area (especially given the California Incline on one corner) and 2) the structural square footage of the property blocking the picturesque views of the park, the beach and the ocean. I70-1

Surely this approach would have the advantages of greatly enhancing the attractiveness of the City of Santa Monica and being a lasting legacy of Michael Dell and his family?

Nicholas C. and Mehrnoush von Speyr
101 California Avenue #904
Santa Monica, CA 90403

Comment Letter I70

Nicholas and Mehrnoush von Speyr

Response to Comment I70-1

The comment suggests that the Project as proposed is larger than previous applications. The Project has evolved over the years based on public and City input. The Project was put on hold at the end of 2013 pending completion of the DCP, which was adopted by the City Council in August 2017. The Project was redesigned to comply with the adopted DCP, with a maximum height of 130 feet, which is considerably reduced compared to the previous application in which the Ocean Building was approximately 262 feet in height. Thus, the proposed plan is not larger that then previous application.

The comment also expresses concerns regarding the environmental effects of the Project, with regard to size of the Project, traffic, and views. With regard to the size of the Project, as indicated in EIR Section 4.12, Land Use and Planning, the Hotel Parcel is designated Ocean Transition (OT) with an Established Large Site (ELS) Overlay designation. The designation allows a maximum height of 130 feet in height and 3.0 FAR with the approval of a Development Agreement. The Project would have a range of building heights from 76 feet to a maximum of 130 feet and a 2.6 FAR; therefore, the Project would be consistent with the DCP.

EIR Section 4.1, Aesthetics, provides an analysis of potential impacts on public scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). As shown on Figure 4.1-1, Map of View Locations, nine photo simulations were prepared to evaluate the potential visual impacts from different locations surrounding the Project Site. The figures each provide a photograph of the existing view along with the simulated composite photograph showing future conditions. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas.

An evaluation of potential traffic impacts is provided in EIR Section 4.17, Transportation. Based on the analysis, using the LOS methodology, the Project would result in significant and unavoidable impacts at three study intersections and along five study street segments.

The comment expresses an opinion and as such is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I71

From: kartichoke@aol.com
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: MIRAMAR EXPANSION PLANS
Date: Wednesday, May 20, 2020 12:53:40 PM

EXTERNAL

Re MIRAMAR EXPANSION PLANS

Dear City Officials,

Your careful consideration of the following is of most importance:

We residents of Santa Monica do NOT want to change California Avenue from a neighborhood street into a commercial one. Do not allow the Miramar Hotel to build a garage and entrance adjacent to California Avenue. The Hotel's entrance has historically been on the wide commercial street, Wilshire Boulevard. California Avenue is already too busy, especially during work hours, as people and emergency vehicles access the California Incline. Adding additional traffic from the proposed Miramar garage and entrance would add the comings and goings of three shifts of employees as well as that of the additional residents the Miramar proposes to add with its new condominium structures. Further, this proposed entrance is opposite the existing driveway used by those living in multi-unit buildings on Ocean Avenue and on Second Street. Changing the main entrance of the Miramar to Second Street is similarly a foolish and irresponsible proposal.

Further, the proposed EXTENSIVE addition of so many square feet on the Miramar property is unreasonable. Our City is trying to keep water usage and that of other resources, as well as air quality, under control and improvement, and these and other environmental concerns would exacerbate our existing goals and resources, as well as adding significantly to our problems. I71-1

Further, a high rise large new building along California Avenue that would block the sunshine and views is not acceptable. Do not replace the charming, historic, and iconic Miramar Bungalows with a BIG BOX. We are a residential beach community, not an urban Las Vegas or downtown Chicago. The Miramar proposal in incongruous with our City as we know it.

We elected you, so please remember that you represent ALL the residents of Santa Monica. We depend on you to deliver a fair, reasonable and responsible outcome, appropriate for our residential area.

Sincerely,
Kay Ward and Friends
Santa Monica Resident

Comment Letter I71

Kay Ward

Response to Comment I71-1

The comment also expresses concerns regarding the environmental effects of the Project, with regard to vehicular access, water use, air quality, views and shade/shadow. With regard to access, as shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. No vehicular access would be provided along Wilshire Boulevard as that would conflict with the Downtown Community Plan, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

With regard to water use, EIR Section 4.20, Water Supply, evaluates the Project's water demand and is based on information and analyses presented in the City of Santa Monica 2015 Urban Water Management Plan (UWMP), the 2018 Sustainable Water Plan Update, and the Fire and Domestic Water & Sewer Capacity Study (Capacity Study) included in Appendix N of the EIR. As shown in Section 4.20, with the installation of water efficiency features, the Project would result in a net reduction in water usage as compared to existing conditions.

EIR Section 4.1, Aesthetics, provides a shade/shadow analysis as well as an analysis of potential impacts on scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). The figures each provide a photograph of the existing view along with the simulated composite photograph showing future conditions. Based on the evaluation, the Project would not wholly or partially block public views of the area's scenic vistas.

EIR Section 4.2, Air Quality, provides an analysis of potential air quality impacts.

The comment expresses an opinion and as such is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I72

From: brenda Weisman
To: Rachel Kwok; Cody Nicholson
Cc: K e v i n M c K e o w n Santa Monica CA (USA); Sue Himmelrich; Ted Winterer; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; lane.dilig@smgov.net; David Martin; Roxanne Tanemori
Subject: Proposed Miramar Hotel Project
Date: Wednesday, May 20, 2020 3:43:26 PM

EXTERNAL

I live at Santa Monica Bay Towers at 101 California Ave. SM, Ca. 90403 directly across from the Miramar Hotel. Over the past several years I have
responded in person at Council meetings about the various proposed Plans. One of the continuing and main objections has been the purposed
building of an 8 story building directly facing California Ave.blocking views with a drab box like design.
In addition and especially important, is adding an underground garage directly across the street from our entrance.
In addition and most importantly is the entanglement of traffic from the alley. As you know traffic on California Ave is already impacted at the juncture of Wilshire/Ocean and the California Incline. Under the Plans' current design traffic is sure to get much more congested and dangerous. I72-1

In addition, the Plan to have the main entrance of the Hotel on second St. is misguided. Traffic on Second St between Wilshire and California is already heavy. I see no reason why the new entrance cannot be from Wilshire.

I urge you to reconsider the design of this huge project and to reconfigure in to a more appropriately residential scale.

Respectfully,

Brenda Weisman
101 California Ave #203
Santa Monica, Ca. 90403

Comment Letter I72

Brenda Weisman

Response to Comment I72-1

The comment also expresses concerns regarding the environmental effects of the Project, with regard to vehicular access, views, the location of the proposed California Building, and the scale or size of the Project. With regard to access, as shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. No vehicular access would be provided along Wilshire Boulevard as that would conflict with the Downtown Community Plan, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

EIR Section 4.1, Aesthetics, provides an analysis of potential impacts on scenic vistas and scenic resources. As indicated in Section 4.1, the aesthetics analysis is provided for informational purposes only since the aesthetics impacts of the Project are not considered significant pursuant to PRC Section 21099(d)(1). With regard to the location of the California Building, EIR Chapter 5, Alternatives, provides an evaluation of Alternative 5, Alternate Massing Alternative in which the redevelopment of the Hotel Parcel would have the same program as under the Project but the massing would be shifted towards the Wilshire Boulevard frontage. Please see Response to Comment No. O6-4 for a detailed discussion regarding Alternative 5.

With regard to the scale of the Project, as indicated in EIR Section 4.12, Land use and Planning, the Project would be compatible with the existing development in the area, through the location of greater massing and height in the central portion of the Hotel Parcel, such that the new buildings would transition down in size, height and scale toward the adjacent residential structures to the north and east. In addition, the proposed buildings would be lower in height then some of the nearby buildings (e.g. 160-foot Huntley Hotel and 150-foot residential building across California Avenue) and the Project would provide transitional height between the taller building components and off-site adjacent used.

Comment Letter I73

From: Ken Widelitz
To: Rachel Kwok
Subject: Miramar Hotel Proposal
Date: Thursday, May 21, 2020 12:17:08 PM

EXTERNAL

Dear Ms. Kwok,

As the owner of a condominium in the Pergola building, 211 California Ave., I strongly oppose the Miramar Hotel proposal. Specifically, allowing the main entrance to be on 2nd St. will only exacerbate the existing problem with traffic. In addition, the corner of California and Ocean is no place for an architecturally challenged high rise. I73-1

Ken Widelitz

Comment Letter I73

Ken Widelitz

Response to Comment I73-1

The comment expresses opposition to the Project and raises concerns regarding the access on 2nd Street and location of the proposed California Building. With regard to access, as shown in EIR Figure 2-7, vehicular access would be provided at three locations: (i) a new entry court on 2nd Street to serve the Project's hotel and restaurant/retail uses and provide an access alternative for residents (and their guests), (ii) an employee access on California Avenue, and (iii) a modified access driveway on Ocean Avenue for use by residents (and their guests). The three driveways would disperse rather than consolidating trips to one point of access. The California Avenue driveway would be for employees only with a right-in/right-out driveway. Therefore, the number of vehicles using this driveway would be limited and would occur at the beginning and end of employee shifts. No vehicular access would be provided along Wilshire Boulevard as that would conflict with the Downtown Community Plan, which envisions that Wilshire Boulevard will be transformed into a more pedestrian-friendly street. The DCP identifies the Wilshire Boulevard streetscape project, which will reduce vehicle travel lane space thereby creating a widened pedestrian space between Ocean Avenue and 4th Street. As part of this conceptual improvement, the sidewalk on the south side of Wilshire Boulevard will be widened to improve pedestrian access between the 3rd Street Promenade and Palisades Park. Therefore, retaining and/or locating vehicular access on Wilshire Boulevard would conflict with the DCP.

With regard to the location of the California Building, EIR Chapter 5, Alternatives, provides an evaluation of Alternative 5, Alternate Massing Alternative in which the redevelopment of the Hotel Parcel would have the same program as under the Project but the massing would be shifted towards the Wilshire Boulevard frontage. Please see Response to Comment No. O6-4 for a detailed discussion regarding Alternative 5.

The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I74

From: Kiley Widelitz
To: Rachel Kwok
Cc: Mayor Kevin McKeown; Sue Himmelrich; ted.winter@smgov.net; Greg Morena; Ana Maria Jara; Gleam Davis; Terry O'Day; Lane Dilg; David Martin; Roxanne Tanemori
Subject: Urgent Comments on the Proposed Miramar Project
Date: Thursday, May 21, 2020 9:32:56 AM

EXTERNAL

Good morning Ma'am,

I am a Santa Monica resident and live caddy corner to the Miramar Hotel and am very concerned about the proposal brought to the City Planning Division.

I am very concerned about (1) adding a parking garage near 101 California Avenue, (2) moving the main hotel entrance to 2nd street, (3) building 60 luxury condos on the property, and (4) building a structure on the corner of California and Ocean. I believe this project will impact and worsen traffic and lead to much more congestion in the area. I74-1

Thank you,
Kiley

Comment Letter I74

Kiley Widelitz

Response to Comment I74-1

This comment is similar to Comment Letter I73 and expresses concern regarding vehicular access and the location of the proposed California Building. Please see response to Comment Letter I73. In addition, the comment expresses concern with regard to the provision of condominium on the Hotel Parcel. The uses on the Hotel Parcel would be similar to the existing uses and would introduce residential uses on the property. The Second Street Parcel would be redeveloped with residential units contributing to the housing stock and the mix of uses in the area. The uses would be compatible with the surrounding uses. The comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I75

From: Neal Wilde
To: Gleam Davis; Terry O'Day; Ana Maria Jara; Mayor Kevin McKeown; Sue Himmelrich; Greg Morena; Ted Winterer; Roxanne Tanemori; Rachel Kwok; David Martin
Subject: Why are we rushing Miramar during an international crisis
Date: Friday, May 22, 2020 11:25:57 AM

EXTERNAL

Dear Representatives of Santa Monica residents,

My name is Neal Wilde and I live at 123 California Avenue in Santa Monica, right across the street from the Miramar hotel.

I am against the scale of the Miramar rebuild project because it will grossly change the complexion of the neighborhood and immensely increase pedestrian and vehicular traffic. The behemoth dimensions would block views and will only represent the greed of corporate and civic leaders to subjugate the desires of the residents.

Fortunately, in their wisdom, two separate city councils have voted down both of those proposals. Why does the Planning Committee continue to pass along almost the same plans that have already been rejected? My guess would be money and the thought that the community will finally get tired of fighting. What's even more despicable is to try to push the project through during a crisis. I'm still receiving almost daily covid crisis emails from the city of Santa Monica and, yet, some people feel this is a good time to be ramrodding through huge building proposals that will impact Santa Monica and its residents for decades. Guess that's one way to get something done the people don't want. The fact it was "already in the pipeline" shouldn't matter when dealing with a international crisis of this magnitude. Hopefully, the city isn't relying on this project to make up for money lost because of the crisis.

The more specific point of this letter is that many residents are upset by an attempt by the Miramar people, with the complicity of the planning department, to rush their project through during these unprecedented and dangerous times. In the past, members of the community were allowed to meet with the city planners and examine the latest maps and illustrations of the project, along with being able to ask questions of each individual city planner who would have specific knowledge of various aspects of the plan. Now, as you know, we are not allowed to hold large gatherings (as is proper during the pandemic), and the community is prevented from holding the large community/planner meetings we've had in the past. In addition, the community cannot even meet amongst ourselves because of the quarantine, so we can't even discuss issues between ourselves, which is necessary in order to have an intelligent unified community response.

It's despicable for the Miramar to take advantage of this dire situation, and sneak this in under the radar, without the community being allowed to meet, and discuss it before going to the Planning Commission, as we've done in the past.

The correct, and the fairest solution, we believe, is to extend the comment period by **30 days AFTER LA County lifts the quarantine for large gatherings.** Fundamental fairness requires this, especially during these perilous times.

Thanks for taking the time to read this.

Neal Wilde
123 California Ave
310 663-0609

I75-1

Comment Letter I75

Neal Wilde

Response to Comment I75-1

The comment expresses opposition to the Project and raises concerns regarding the scale of the Project and the timing of the process in light of the pandemic. The comment is noted for the record will be provided to the decision makers for review and consideration. With regard to the size of the Project, the mixed use Project would provide commercial and residential uses within the Downtown. As indicated in EIR Section 4.12, Land Use and Planning, with approval of the Development Agreement the Project would be consistent with the DCP in terms of uses, height, and FAR.

With regard to the comment on the timing of the Project relative to the pandemic, the City continues to operate and provide services virtually, which include the processing of permits and project applications, such as the Project. This comment is noted and will be forwarded to the decision makers for review and consideration.

Comment Letter I76

From: Sons Wilson
To: Rachel Kwok
Subject: 1133 ocean ave Miramar
Date: Monday, March 2, 2020 8:32:07 AM

We do not want more noise and emissions in our close by neighborhood- I76-1
We are commenting against any construction on this property.
Feel free to call me
(310)428-6232

Sent from my iPhone

Comment Letter I76

Sons Wilson

Response to Comment I76-1

The comment expresses opposition to construction on the Project Site and raises concerns regarding noise and emissions. The comment does not address the adequacy of the EIR. Therefore, the comment is noted for the record will be provided to the decision makers for review and consideration.

Comment Letter I77

From: gonen@gycreativestudio.com
To: Rachel Kwok
Cc: tedwinterer@gmail.com
Subject: Miramar DEIR Comments
Date: Wednesday, May 27, 2020 5:52:52 PM

EXTERNAL

Dear Rachel,

I am a 12 year resident of Santa Monica and I love living here. Therefore, I've taken some time to review the environmental impact report and this plan for the Miramar is a shining example of sustainable design incorporated into architectural excellence. As illustrated in the DEIR, the new Miramar is going to use less water and less energy than the existing hotel utilizing photovoltaic panels for energy and will capture and reuse water on-site for all landscaping on the 4.5-acre site.

As an author of a children's book about sustainability and climate change, I am concerned about global warming and greenhouse gases and would be proud to have a new carbon-friendly Miramar in my backyard. It's environmentally sensitive, it incorporates historic preservation, it's world-class architecture and I can't wait to walk among the beautiful (drought-tolerant) landscaping. I77-1

Please consider moving this project forward.

Regards,

Gonen Yacov

Montana Avenue

Comment Letter I77

Gonen Yacov

Response to Comment I77-1

The comment provides support for the Project citing sustainability features incorporated into the Project. The comment does not address the adequacy of the EIR. The comment is noted for the record will be provided to the decision makers for review and consideration.

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CHAPTER 10
Corrections and Additions to the Draft EIR

As required by CEQA Guidelines Section 15088 and for clarification regarding revisions to the Draft EIR, this section summarizes the corrections or clarification to the Draft EIR. None of the corrections and additions constitutes significant new information or substantial project changes as defined by CEQA Guidelines Section 150885. Corrections and additions to the Draft EIR are provided in previous chapters as well as provided below in underline or strikeout text as needed to indicate an addition or deletion, respectively. Minor typographical errors are not listed below in this section. However, all changes are presented throughout the Final EIR document in underline and strikeout format.

General Corrections

- California Avenue has been corrected throughout as it was inadvertently referred to as California Street.
- Public open space has been revised to publicly accessible open space.
- Linear lawn has been revised to linear garden.
- With regard to sustainability for the Project, references that the Applicant will be pursuing commercially reasonable efforts to achieve LEED V3 Gold should be changed towards LEED V3 Platinum.
- All references that the Project would not exceed DCP parking maximums has been deleted.
- While the Applicant proposes 48 parking spaces on the Second Street Parcel, for a conservative transportation analysis two spaces per unit were assumed.
- References to City Department have been changed to Division, as appropriate (i.e., Department of Building and Safety changed to Division of Building and Safety)

Executive Summary

Page ES-11, first complete sentence on the page for the description of Alternative 2 is revised as follows:

> Vehicular access to the subterranean garage for residents ~~and employees leading to the subterranean garage~~ would be provided on Ocean Avenue and for employees it would be provided on California Avenue.

Page ES-14, second complete paragraph, 1st sentence is revised as follows:

> In comparison with Alternative 3, Alternative 4 with the greater number of housing units would help fulfill a larger range of applicable policies and regulations. Alternative 4 would

be consistent with the Land Use Plan of the Local Coastal Program by providing a mix of uses that are consistent with the provisions of Policy 201~~, and including a large number of hotel rooms~~.

Page ES-18, Table ES-1, DCP MM AQ-5b is added to the table as follows:

DCP MM AQ-5b: Interior Air Quality Protection: Applicants of new projects in the Downtown that propose siting sensitive land uses within 100 feet of an intersection operating or projected to operate at Level of Service (LOS) E or F to include heating, ventilation, and air conditioning (HVAC) infrastructure within the building to circulate and purify outdoor air sources sufficiently to reduce diesel particulate matter and vehicle emissions. HVAC control systems shall include particulate filters that have a minimum efficiency reporting value (MERV) of 15 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The proposed HVAC system shall be reviewed and approved by the City prior to occupancy of sensitive land uses or populations within the proposed project.

Page ES-19, Table ES-1, PDF AQ-1, Item 4.a. is revised as follows:

4. **Architectural Coatings:**
   a. ~~For~~ ~~n~~ New building materials that do not require painting shall be used ~~during construction~~ to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City. Pre-painted construction materials should be used to the extent feasible.

Page ES-20, Table ES-1, PDF AQ-2, first paragraph is revised as follows:

PDF-AQ-2: Green Building Features: The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the applicant would attain a minimum of LEED-certified V3 ~~g~~Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 ~~Gold~~Platinum designation. Green building features that will be included in the Project are as follows:

Page ES-27 to -30, Table ES-1, PDF CE-1 is revised as follows:

PDF CE-1: Construction Impact Mitigation Plan (CIMP). Prior to issuance of a grading or building permit the Applicant shall prepare a CIMP for review and approval by the following City departments: Public Works, Fire, ~~Planning and~~ Community Development, and Police to ensure that the CIMP shall:

- Prevent material traffic impacts on the surrounding roadway network.
- Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable.
- Ensure safety for both those constructing the project and the surrounding community.
- Prevent substantial truck traffic through residential neighborhoods.

In addition, the plan shall be prepared and implemented in coordination with any affected agencies such as Big Blue Bus, Metro, and Caltrans.

The CIMP shall comply with SMC Chapter 8.98, Construction Management Plans and shall at a minimum include the following:

- A detailed plan for work zones shall be maintained. At a minimum, the plan shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
- Work within the public right-of-way shall be performed between 9:00 A.M. and 4:00 P.M. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an After Hours Permit administered by the Public Works Department.
- Streets and equipment shall be cleaned in accordance with established Public Works requirements.
- The Applicant shall obtain Transportation Engineering Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling. Trucks shall only travel on a City-approved construction truck route. Truck queuing/staging shall not be allowed on City streets.~~; limited queuing~~ Queuing may occur on the construction site itself to the extent there is space available on the construction site.
- Overall anticipated construction schedule including any anticipated request for construction beyond normally permitted hours. The construction schedule shall also include the nature and extent of construction and associated truck, crane, and/or helicopter activity.

- Proposed construction-period noise measures and security measures.
- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be onsite, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.
- Sidewalk closure shall be prohibited to the extent feasible; if sidewalk closure is determined to be necessary, a detour pedestrian pathway shall be provided. In the existing conditions, there is a portion of the public sidewalk located on the Project Site adjacent to Ocean Avenue. This portion of the sidewalk will be closed/removed permanently as part of the Project. In addition to the off-Site improvements the Developer will provide as part of the Project, the Developer acknowledges that as part of approving the detour pedestrian pathway provided in the public right-of-way during construction the City may require the Developer to provide temporary improvements to the existing conditions (the sidewalk curb/driveway) to ensure ADA access is provided over the detour pedestrian pathway.
- The traveling public shall be advised of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved CIMP).
- The Applicant shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights- of-way, detours, or any other work within the public right-of-way.
- The Applicant shall provide timely notification of construction schedules to all affected agencies (e.g., Metro. Big Blue Bus, Police Department, Fire Department, Public Works Department, and ~~Planning and~~ Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.
- The Applicant shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. Coordination with Metro regarding construction activities that may impact Metro bus lines or result in closures lasting over six months shall be initiated at least 30 days in advance of construction activities.
- Contact information for the Project developer, architect, contractor(s) and subcontractor(s). In addition, contact information for a single individual appointed to community with residents, businesses, and commuters impacted by construction activity.

Pages ES-44 to ES-46, Table ES-1, MM NOISE-1, is revised as follows:

MM NOISE-1: To avoid exceedance of the City's allowable noise increases between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (and/or during extended hours if approved by the City through an After Hours Permit in accordance with SMMC Section 4.12.110(e)), the following specified construction activities occurring during the above referenced time periods and within the following setback distances from the specified sensitive receptors shall implement construction noise reduction strategies as described below:

Distances for Noise-Sensitive Receptor Locations R1 and R2:

- Demolition or Overlapping Construction Activities: ~~prohibited~~ within 300 feet.
- Grading/excavation: ~~prohibited~~ within 200 feet.
- Building construction or paving: ~~prohibited~~ within 150 feet.

Distances for Noise-Sensitive Receptor Location R3:

- Overlapping Construction Activities: ~~prohibited~~ within 80 feet.
- Grading/excavation or paving: ~~prohibited~~ within 65 feet.
- Demolition, foundation/concrete pour, or building construction: ~~prohibited~~ within 50 feet.

In order to stay below the noise thresholds established in SMMC Section 4.12.110, the~~The~~ construction contractor shall utilize one or a combination of the construction noise reduction strategies listed below if construction activities occur during the referenced time periods and within the specified setback distances:

Noise Reduction Strategies:

a) Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction.

b) Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices or other noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures or enclosures around stationary equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be

generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction.

c) Construction activities shall be scheduled so as to minimize or avoid operating multiple noise-generating heavy-duty pieces of equipment, simultaneously at the perimeters of the Project Site along the northwestern and northern boundaries of the Hotel Parcel and along the northeastern boundary of the Second Street Parcel.

d) The Project shall stage noise-generating construction equipment away from the noise-sensitive receptors to the north and east (R1 and R2) of the Hotel Parcel and to the east (R3) of the Second Street Parcel at a distance equal to or greater than specified above.

During the course of construction other noise reduction strategies may be implemented as alternatives or additions to Noise Reduction Strategies a) through d) so long as their effectiveness is documents consistent with the noise monitoring requirements described immediately below. For Noise Reduction Strategies a) through d) or other noise reduction strategies, the effectiveness of these noise reduction strategies to achieve the City's noise-level performance standards shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction activities when the use of heavy equipment is prevalent so long as it can be demonstrated to the City's satisfaction that later construction activities would achieve the requisite noise reductions.

Page ES-49, PDF TR-1 (TDM Plan), list of strategies is revised as follows:

The TDM Program shall include at a minimum the following TDM strategies: a TDM Coordinator; participation in the establishment of a Transportation Management Association, employer-subsidized transit passes; preferential parking and rideshare matching service for carpools and vanpools; parking pricing (i.e., do not provide free onsite parking to hotel guests); unbundled parking; Guaranteed Ride Home; bicycle parking for all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes).

Page ES-50, Impact Statement TR-2 is revised as follows:

Impact Statement TR-2: The Project Site is approximately 0.5 miles from the Expo LRT Downtown Santa Monica Station and is accessible via six bus lines within a 0.25-mile radius. Additionally, the Project would develop at a FAR greater than 0.75~~, would not exceed the DCP's parking maximum,~~ and is consistent with the SCS (as described in Section 4.12, Land Use and Planning, of this EIR). ~~Therefore, following OPR's 2019 CEQA Guidelines, new Section 15064.3, subdivision (b)(1), the Project would be presumed to have a less than significant transportation impact~~. ~~Nonetheless, a~~ A quantitative VMT analysis has been prepared ~~is provided~~ for informational purposes ~~only~~ following the guidance in OPR's Technical Advisory. Since adoption of the VMT thresholds postdates the Project and release of the EIR, no determination of significance is made.

Page ES-50, Impact Statement TR-2, Level of Significance After Mitigation is revised as follows:

~~Less than significant~~ Not applicable

Page ES-51, Mitigation Measures is revised as follows:

~~No mitigation measures required~~ See Mitigation Measure MM ARCHAEO-2, above.

Chapter 2.0 Project Description

Page 2-15, Table 2-1 is revised as follows:

~~Hotel~~ **Parking**			
Parking Spaces on Hotel Parcel	103	428 (49 aisle)[a]	325
Parking Spaces on Second Street Parcel (for hotel)	64	0	(64)
Total (for hotel; excluding 60 spaces available at 120 Wilshire Blvd)	**167**	**428**	**261**
Parking Spaces on Second Street Parcel (for affordable housing)	0	48	48

Page 2-37, Subsection entitled Access, Parking and Circulation, third sentence is revised as follows:

The 100% Affordable Housing building ~~amount of parking~~ would ~~be sufficient to~~ provide 48 parking spaces within a one level (30-foot maximum depth) garage~~in accordance with the zoning ordinance for 100% affordable housing projects in the Downtown~~.

4.1 Aesthetics

Page 4.1-45, Objective 7, consistency analysis column, last sentence of first paragraph is revised as follows:

Additional upper level decks for the restaurant and the Bungalow lounge/bar, which would be open and available to the public, would be located on the second floor of the ~~California~~ Ocean Building overlooking Ocean Avenue.

Page 4.1-49, top paragraph, second sentence is revised as follows:

As indicated, the existing walls/barriers surrounding the Hotel Parcel would be removed, and an approved landscape plan would be provided ~~in accordance with ARB policies~~.

Page 4.1-50, last row of table in consistency analysis is revised as follows:

Consistent. As part of the Project's necessary approvals, landscape plans for both the Hotel Parcel and the Second Street Parcels would be prepared by a licensed design professional and shall be submitted for design review ~~to the ARB~~.

4.2 Air Quality

Page 4.2-16, partial paragraph at the top of the page, last sentence and first bullet are revised as follows:

Sensitive receptors within ~~500~~ 1,000 feet of the Project Site are shown in **Figure 4.2-3,** *Sensitive Receptor Locations Nearest to the Project Site*, and include the following:

- Multi-Family Residential Dwellings: High-rise and low-rise multi-family residences are located ~~approximately~~ between 100 and 1,000 ~~100~~ feet north and northwest of Hotel Parcel. Mid-rise multi-family homes are located immediately adjacent to and northeast of the Second Street Parcel.

Page 4.2-17, Figure 4.2-3, Sensitive Receptor Locations Nearest to the Project Site, is revised as follows:

The figure has been revised to identify the hospital referred to in the text.

Page 4.2-45, after DCP MM AQ-5b, add the text as follows:

For clarification, the sensitive land uses or populations proposed in the Project would be the residential uses that are within 100 feet of an intersection operating or projected to operation at LOS E or F.[94]

[94] Downtown Community Plan EIR pp. 3.4-46, 3.4-11 to 12.

Page 4.2-48, PDF AQ-1, Section 4.a., is revised as follows:

4. **Architectural Coatings:**

   a. ~~For n~~ New building materials that do not require painting shall be used ~~during construction~~ to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City. Pre-painted construction materials should be used to the extent feasible.

Page 4.2-49, PDF AQ-2, first paragraph is revised as follows:

PDF-AQ-2: **Green Building Features:** The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the applicant would attain a minimum of LEED-certified V3 ~~g~~Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 ~~Gold~~Platinum designation. Green building features that will be included in the Project are as follows:

Page 4.2-68, Section 4.2.5, Mitigation Measure, is revised as follows:

While DCP MM AQ-2, which is designed to reduce emissions during construction, would be applicable to the Project, the Project would implement PDF-AIR-1, which is Site-specific and goes beyond what is specified in DCP MM AQ-2. While not directly related to the CEQA analysis, the Project would comply with DCP MM AQ-5b, which would provide interior air quality protection through the use of particulate filters in HVAC control systems for sensitive land uses (for the Project this is the residential uses) within 100 feet of an intersection operating or projected to operation at LOS E or F.

4.3 Biological Resources

Page 4.3-17, Footnote 9 is revised as follows:

[9] There is no scientific evidence or information to suggest that ~~roots would~~ construction vibration would damage the roots of trees.

4.4 Construction Effects

Page 4.4-7 through -9, Revised PDF CE-1 as follows:

PDF CE-1: Construction Impact Mitigation Plan (CIMP). Prior to issuance of a grading or building permit the Applicant shall prepare a CIMP for review and approval by the following City departments: Public Works, Fire, ~~Planning and~~ Community Development, and Police to ensure that the CIMP shall:

- Prevent material traffic impacts on the surrounding roadway network.
- Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable.
- Ensure safety for both those constructing the project and the surrounding community.
- Prevent substantial truck traffic through residential neighborhoods.

In addition, the plan shall be prepared and implemented in coordination with any affected agencies such as Big Blue Bus, Metro, and Caltrans.

The CIMP shall comply with SMC Chapter 8.98, Construction Management Plans and shall at a minimum include the following:

- A detailed plan for work zones shall be maintained. At a minimum, the plan shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
- Work within the public right-of-way shall be performed between 9:00 A.M. and 4:00 P.M. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an After Hours Permit administered by the Public Works Department.
- Streets and equipment shall be cleaned in accordance with established Public Works requirements.
- The Applicant shall obtain Transportation Engineering Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling. Trucks shall only travel on a City-approved construction truck route. Truck queuing/staging shall not be allowed on City streets.~~; limited queuing~~ Queuing may occur on the construction site itself to the extent there is space available on the construction site.
- Overall anticipated construction schedule including any anticipated request for construction beyond normally permitted hours. The construction schedule shall also include the nature and extent of construction and associated truck, crane, and/or helicopter activity.
- Proposed construction-period noise measures and security measures.
- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be onsite, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.
- Sidewalk closure shall be prohibited to the extent feasible; if sidewalk closure is determined to be necessary, a detour pedestrian pathway shall be provided. In the existing conditions, there is a portion of the public sidewalk located on the Project Site adjacent to Ocean Avenue. This portion of the sidewalk will be closed/removed permanently as part of the Project. In addition to the off-site improvements the Developer will provide as part of the Project, the Developer acknowledges that as part of approving the detour pedestrian pathway provided in the public right-of-way during construction the City may require the Developer to provide temporary improvements to the existing conditions (the sidewalk curb/driveway) to ensure ADA access is provided over the detour pedestrian pathway.

- The traveling public shall be advised of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved CIMP).
- The Applicant shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights- of-way, detours, or any other work within the public right-of-way.
- The Applicant shall provide timely notification of construction schedules to all affected agencies (e.g., Metro. Big Blue Bus, Police Department, Fire Department, Public Works Department, and ~~Planning and~~ Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.
- The Applicant shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. Coordination with Metro regarding construction activities that may impact Metro bus lines or result in closures lasting over six months shall be initiated at least 30 days in advance of construction activities.
- Contact information for the Project developer, architect, contractor(s) and subcontractor(s). In addition, contact information for a single individual appointed to community with residents, businesses, and commuters impacted by construction activity.

4.5 Historical Resources

Page 4.5-3, Footnote citation 6 added to the end of the following sentence:

The Moreton Bay Fig tree measures approximately 60 feet in height, 110 feet in spread, and has a diameter at breast height (DBH) of approximately 72 feet.[6] (footnote citation added)

Page 4.5-28, subsection entitled California Buildings, 3rd sentence in the 1st paragraph, is revised as follows:

As shown in **Figure 4.5-1**, *Simulation of Project from California Avenue Looking South*, the hyphen would connect to a secondary elevation of the Palisades Building (west elevation) and, due to its recess and independent structural support, would not materially impact historic fabric~~(~~).

4.7 Energy

Page 4.7-18, subsection Operation, 6th sentence of the 2nd paragraph is revised as follows:

With implementation of PDF AQ-2, the Project would reduce indoor potable water use by a minimum of ~~40~~30 percent and outdoor potable water use by a minimum of 50 percent compared to baseline water consumption than required by California 2019 Title 24 Building Energy Efficiency Standards.

Page 4.7-22, 1st sentence of the 2nd paragraph is revised as follows:

The Project would install electric vehicle charging spaces. The Project would install long-term and short-term bicycle parking, which have the potential to reduce fuel consumption, as well as criteria pollutant and GHG emissions.

4.9 Greenhouse Gas Emissions

Page 4.9-30, PDF AQ-1 section 2, Construction Equipment, c. is revised as follows:

c. The following equipment shall be electric: air compressors, tower cranes (Hotel Parcel), plate compactor, and pumps

Page 4.9-34, Table 4.9-4, total in the table is revised as follows:

Total Project GHG Emissions (net)	**1,000**

Page 4.9-43, 2nd sentence in the 10th row in the table is revised as follows:

As indicated in PDF AQ-2, the Project would reduce indoor potable water use by a minimum of 40~~0~~30 percent and outdoor potable water use by a minimum of 50%.

4.10 Hazards and Hazardous Materials

Page 4.10-20, Section 4.10.5, 1st sentence under subsection DCP Mitigation Measures is revised as follows:

As discussed above, consistent with the recommendations of the Phase I ESA and regulatory requirements, the Project would implement procedures that would otherwise be required under DCP MM HAZ-2a.a~~1a~~ regarding avoidance of impacts associated with ACMs, LBP, PCBs and Mold.

4.11 Hydrology and Water Quality

Page 4.11-27, last sentence on the page is revised as follows:

As discussed above, impervious surfaces on the Hotel Parcel would decrease ~~slightly~~ from ~~69.6~~83.4 to ~~69.3~~69.2 percent, and from 100 to 90 percent on the Second Street ~~p~~Parcel.

4.12 Land Use and Planning

Page 4.12-23, Policy LU4.6, 1st sentence in the consistency analysis is revised as follows:

Consistent. The Project would provide approximately 0.32 acre of open space at the intersection of Wilshire Boulevard and Ocean Avenue, which would be open to proposed residents and nearby residents ~~(when not in use for hotel functions)~~.

Page 4.12-29, Policy D7.1, 2nd sentence in the consistency analysis is revised as follows:

In addition, up to 60 residential units would be developed on the upper floors of the Ocean Building as well as up to 40~~0~~48 affordable housing units on the Second Street Parcel.

Page 4.12-51, Section 30213 (in Table 4.12-8) the consistency analysis is revised as follows:

Consistent. The Project is not removing lower cost visitor accommodations, and the Project ~~Applicant~~ will be ~~required to assess the feasibility of providing lower cost visitor accommodations as part of the Project~~ subject to review by the Coastal Commission to ensure consistency with the Coastal Act.

4.14 Noise and Vibration

Page 4.14-42, Loading Dock, 2nd sentence is revised as follows:

While the truck loading dock would be located ~~in the same location~~ on 2nd Street north of the location ~~as~~ under existing conditions, the Project would alter the design of the loading dock area.

Pages 4.14-67-4.14-68, Mitigation Measure MM-NOISE-1, is revised as follows:

MM NOISE-1 To avoid exceedance of the City's allowable noise increases between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (and/or during extended hours if approved by the City through an After Hours Permit in accordance with SMMC Section 4.12.110(e)), the following specified construction activities occurring during the above referenced time periods and within the following setback distances from the specified sensitive receptors shall implement construction noise reduction strategies as described below:

Distances for Noise-Sensitive Receptor Locations R1 and R2:

- Demolition or Overlapping Construction Activities: ~~prohibited~~ within 300 feet.
- Grading/excavation: ~~prohibited~~ within 200 feet.
- Building construction or paving: ~~prohibited~~ within 150 feet.

Distances for Noise-Sensitive Receptor Location R3:

- Overlapping Construction Activities: ~~prohibited~~ within 80 feet.
- Grading/excavation or paving: ~~prohibited~~ within 65 feet.
- Demolition, foundation/concrete pour, or building construction: ~~prohibited~~ within 50 feet.

In order to stay below the noise thresholds established in SMMC Section 4.12.110, the~~The~~ construction contractor shall utilize one or a combination of the construction noise reduction strategies listed below if construction activities occur during the referenced time periods and within the specified setback distances:

Noise Reduction Strategies:

e) Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators,

loaders, or tractors; newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction.

f) Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices or other noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures or enclosures around stationary equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction.

g) Construction activities shall be scheduled so as to minimize or avoid operating multiple noise-generating heavy-duty pieces of equipment, simultaneously at the perimeters of the Project Site along the northwestern and northern boundaries of the Hotel Parcel and along the northeastern boundary of the Second Street Parcel.

h) The Project shall stage noise-generating construction equipment away from the noise-sensitive receptors to the north and east (R1 and R2) of the Hotel Parcel and to the east (R3) of the Second Street Parcel at a distance equal to or greater than specified above.

During the course of construction other noise reduction strategies may be implemented as alternatives or additions to Noise Reduction Strategies a) through d) so long as their effectiveness is documents consistent with the noise monitoring requirements described immediately below. For Noise Reduction Strategies a) through d) or other noise reduction strategies, the effectiveness of these noise reduction strategies to achieve the City's noise-level performance standards shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction activities when the use of heavy equipment is prevalent so long as it can be demonstrated to the City's satisfaction that later construction activities would achieve the requisite noise reductions.

4.17 Transportation

Page 4.17-18, last sentence in section entitled Chapter 9.53, Transportation Demand Management, is revised as follows:

For the ~~Oceanfront~~Downtown District where the Hotel Parcel is located, the targeted AVR is ~~1.75~~2.25; the residential component of the Project is not subject to the TDM Ordinance. Annual monitoring is a requirement of the developer TDM Plan.

Pages 4.17-25 and 4.17-26, revise as follows:

Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals…In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

~~Although a quantitative analysis of Project VMT is provided for informational purposes only, no determination of significance is provided since the City of Santa Monica has not yet adopted significance thresholds for VMT or a methodology for determining impacts based on VMT.~~The VMT thresholds in OPR's Technical Advisory is not binding on public agencies, and as stated in the Technical Advisory, CEQA allows lead agencies to "consider thresholds of significance…recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines Section 15064.7[c]). On June 9, 2020, the City Council adopted new VMT screening criteria and two sets of significance thresholds for land use projects. The new VMT thresholds postdates the Project and the release of the Draft EIR and thus, are not applicable to the Project. Nevertheless, they are provided here for informational purposes:

City of Santa Monica: Significance Threshold 1

Land Use	Threshold
Residential	No greater than existing Citywide average VMT/capita
Commercial Employee	No greater than existing Citywide average VMT/capita
Retail	Any net increase in total City VMT

City of Santa Monica: Significance Threshold 2

-	-	Example Calculation			-
-	**Project VMT**	**Existing City Average VMT/capita**	**Project Population**	**Business as Usual (BAU) VMT**	**Threshold**
Residential	A	9.0	D	= (9.0 x D)	-
Commercial Employee	B	19.2	E	= (19.2 x E)	-
-	Total Project Residential and Employee VMT (A +B)	-	-	Total BAU VMT	Is Total Project VMT at least 16.8% lower than Total BAU VMT? -

The first significance criterion states that a project should not exceed the existing Citywide average VMT rates for residential and commercial uses. This criterion ensures that new projects would not exacerbate or worsen the City's existing VMT per capita rates. The second criterion states that a project should achieve a total VMT that is at least 16.8% lower than "business as usual" VMT. Business as usual VMT represents what the VMT would be if the City's existing average VMT per capita were maintained, a metric against which the City can assess how a project would support or counter progress towards reducing GHG emissions, improving mobility options and implementing the related goals of the LUCE. The second criterion is aligned with the 2017 Scoping Plan Update and the City's Climate Action and Adaptation Plan (CAAP). The 2017 Scoping Plan Update states that if every project reduces its VMT by at least 16.8%, the GHG reduction goals established by the State could be achieved. In addition, the City's CAAP estimates that a 16.3% reduction in transportation VMT is necessary to achieve carbon neutrality goals.

~~The City Council will be adopting the draft VMT based significance thresholds prior to July 1, 2020 in conformance with the new CEQA Guidelines. Should the City adopt new significance thresholds based on VMT,~~ As previously stated, the thresholds ~~would~~ apply prospectively to future projects (i.e., pending projects such as the Project ~~would~~ are not ~~be~~ subject to the new thresholds). Further, as previously described an analysis of VMT associated with the proposed Project has been provided for informational purposes only, and therefore, no determination of significance is provided given that the City neither updated its *Traffic Study Guidelines* nor adopted VMT-based significance criteria prior to publication of the Draft EIR.

Page 4.17-37, PDF TR-1 (TDM Plan), the list of strategies is revised as follows:

The TDM Program shall include at a minimum the following TDM strategies: a TDM Coordinator; participation in the establishment of a Transportation Management Association, employer-subsidized transit passes; preferential parking and rideshare matching service for carpools and vanpools; parking pricing (i.e., do not provide free onsite parking to hotel guests); unbundled parking; Guaranteed Ride Home; bicycle parking for

all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes).

Page 4.17-43, Impact Statement TR-2 is revised as follows:

Impact Statement TR-2: *The Project Site is approximately 0.5 miles from the Expo LRT Downtown Santa Monica Station and is accessible via six bus lines within a 0.25-mile radius. Additionally, the Project would develop at a FAR greater than 0.75~~, would not exceed the DCP's parking maximum~~, and is consistent with the SCS (as described in Section 4.12, Land Use and Planning, of this EIR). ~~Therefore, following OPR's 2019 CEQA Guidelines, new Section 15064.3, subdivision (b)(1), the Project would be presumed to have a less than significant transportation impact. Nonetheless, a~~ A quantitative VMT analysis ~~is provided~~ has been prepared for informational purposes ~~only~~ following the guidance in OPR's Technical Advisory. Since the City of Santa Monica adopted VMT thresholds after publication of the Draft EIR and because the Project predates the applicability of Section 15064.3, no determination of significance is made.*

Page 4.17-43 to 4.17-44, beginning with the last paragraph on page 4.17-43, the text is revised as follows:

Although Section 15064 emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the section also suggests screening criteria that indicate when a project may have a less than significant, transportation impact on the environment. Specifically, Section 15064.3, subdivision (b)(1) states that "generally, projects within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor should be presumed to have a less-than-significant impact on VMT." This is also stated in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which contains OPR's screening criteria regarding the use of VMT in the assessment of transportation impacts. While following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project would be presumed to have a less than significant transportation impact and no further VMT analysis is required.

However, per ~~Per~~ the Technical Advisory, the presumption of a less than significant impact ~~would~~ may not apply~~, however,~~ if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)

The Project Site lies within the Downtown Core, which is considered a transit priority area due to the abundance of mass transit service. The Project Site is approximately 0.5 miles from the Expo LRT Downtown Santa Monica Station and is accessible via six bus lines within a 0.25-mile radius. Additionally, the Project would develop at a FAR greater than 0.75, ~~would not exceed the DCP's parking maximum,~~ and is consistent with the SCS (as described in Section 4.11, *Land Use and Planning*, of this EIR). Within the Downtown, there are no minimum parking requirements, but maximum rates are specified by land use, in recognition of the high degree of non-automotive mobility and supply of existing parking provided on-street, in municipal garages and amongst existing developments. The Project would provide residential parking in excess of the allowable parking in order to avoid negative outcomes on the neighborhood (although parking is not a CEQA impact area) and in consideration of Coastal Commission requirements. Therefore, ~~following new Section 15064.3, subdivision (b)(1) and OPR's Technical Advisory, the Project would be presumed to have a less than significant transportation impact and no further VMT analysis is required. Additionally, OPR's Technical Advisory also states that "potential measures to reduce vehicle miles traveled include…incorporate affordable housing into the project." As discussed in Chapter 2.0, Project Description, the Project would incorporate 48 affordable units with a mix of bedroom sizes. Nonetheless,~~ a quantitative VMT analysis has also been prepared for informational purposes following the guidance in OPR's Technical Advisory. Since the City of Santa Monica has not yet adopted VMT thresholds and because the Project predates the applicability of Section 15064.3, no determination of significance is made.

Page 4.17-46, last sentence in first paragraph for discussion of VMT is revised as follows:

In summary, when added to the 3,818 estimated miles of employee trips per day and 2,942 estimated miles of residential trips per day, total daily VMT for the Project is estimated to be 20,508 miles. The Project would result in per employee VMT rate that is lower than existing citywide per employee VMT and more than 15% lower than the existing regional VMT per employee.

As previously noted, the City's VMT screening criteria and VMT significance thresholds were adopted on June 9, 2020 prior to the circulation of the Draft EIR, and apply prospectively (to future projects). Therefore, the thresholds are not applicable to the Project. However, for informational purposes, the Project's VMT is analyzed in comparison with the City's significance criteria.

While residential infill in dense urban areas with good walking, biking, and transit access (nonautomotive modes) such as the Downtown are known to ultimately decrease VMT, the Project's residential VMT per capita would be slightly higher than the Citywide average (but more than 15% lower than the existing regional VMT per capita). The Project's VMT analysis likely overestimates trip generation because it utilizes more traditional trip generation rates for LOS. More specifically, while there is evidence that affordable housing generally result in lower trip generation, the trip generation calculation for the Project's 48

affordable housing units was done using the City's standard residential trip rate assuming two cars per unit because the City does not have a separate trip generation rate for affordable housing units and does not account for displaced trips which would have otherwise occurred without the project. Acknowledging the abundance of mass transit service and other non-vehicle mobility options that the Downtown enjoys, the Applicant proposes to build no more than one parking space per affordable unit. This parking supply would lower the residential trip generation by revising the daily rate for Affordable Housing 2-3 bedrooms from the two-car-household assumption of 5.47 to a one-car-household assumption of 3.2, resulting in ~~(estimated to be about~~ 481 daily trips compared with the conservatively-estimated 552 trips used in the analysis~~)~~. Using the lower trip generation rate assumptions for the affordable units would reduce the VMT per capita to about 9.3, only slightly higher than the Citywide average (but still more than 15% below regional (Los Angeles County-wide) average). In addition, the estimated trip generation would be further reduced if there is a reduction in the parking per unit ratio for the condominiums on the Hotel Parcel. ~~Even a slight reduction in the residential parking supply on the Hotel Parcel would likely result in a lower project VMT per capita than the City average.~~ Based on the applicant TDM program to unbundle residential parking, some of the 60 units may be assumed to have fewer than 2 cars per household. However, based on the current parking plan for the Hotel Parcel, the Project's residential VMT per capita would be greater than the City average and therefore greater than the City's recently adopted significance threshold 1. However, the total VMT calculated for the Project's combined residential and employee VMT would be 6,251 miles, which would be more than 36% lower than the "business as usual" VMT. Therefore, in comparison with the City's significance threshold 2, the proposed Project would be lower.

	Project VMT	**Existing City Average VMT/capita**	**Project Population**	**Business as Usual (BAU) VMT**	**Project VMT vs. BAU VMT**
Commercial Employee	9.9	19.2	387	7,430	-3,612
Residential	8.9	9	275	2,472	-26
	18.7			**9,902**	**-3,638 (37% lower)**

Furthermore, the Project would be consistent with the overall intent of SB 743 to reduce VMT and GHGs, the development of multi-modal transportation networks, and a diversity of land uses. The Project would develop a mixed-use project in the transit-rich and pedestrian-active Downtown area. The Project is comprised of a mixed-use development that would include hotel, retail/restaurant uses, and new housing opportunities with affordable housing. The mix of land uses on a single site and in proximity to other nearby uses would minimize vehicle trips. Furthermore, Wilshire Boulevard is a highly-utilized transit corridor, and the Project would be well served by existing bus routes and the Expo LRT. The Project Site's accessibility to various mobility options and a variety of destinations would help minimize vehicle trips and decrease VMT. The Project would also minimize VMT to and from the site by implementing unbundled parking and a TDM plan.

Chapter 5.0 Alternatives

Various pages:

The size of the stormwater pipe in Wilshire Boulevard is corrected to be 90" stormwater pipe rather than 90' stormwater pipe.

Page 5-4, next to last sentence on the page is revised as follows:

Alternative 3, Hotel Only on Hotel Parcel (No Condominiums), provides for redevelopment of the hotel with no residential units on the Hotel Parcel. Alternative 4, Reduced Height Alternative, provides for a maximum height of 84 feet, which represents the previous height limit in the downtown, and an overall reduction in development. Alternative 5, Alternate Massing, would locate development along Wilshire Boulevard and in the central portion of the Hotel Parcel. Alternative 6, Modified Access, would provide the hotel and employee vehicular access on 2nd Street and ~~employee and~~ residential vehicular access on Ocean Avenue, with no vehicular access on California Avenue.

Page 5-17, Section 5.6.2.1, Description of the Alternative, 2nd sentence is revised as follows:

On the Hotel Parcel, Alternative 2 would result in 261~~216~~ hotel rooms (approximately 219,580 sf) compared with 312 hotel rooms under the Project and 50 residential units compared with 60 residential units under the Project.

Page 5-18, first full paragraph, 3rd sentence is revised as follows:

Vehicular access to the subterranean garage for residents ~~and employees leading to the subterranean garage~~ would be provided on Ocean Avenue and for employees it would be provided on California Avenue.

Page 5-18, third paragraph, 2nd sentence is revised as follows:

~~Thirteen~~ Fourteen of the 19 units would be affordable to meet the 25% requirement of affordable units for the 50 condominiums that would be developed on the Hotel Parcel.

Page 5-37, correct formatting of Intersection Operations as follows:

Delete Intersection Operations at end of page and create subheading on page 5-38.

Page 5-37, third full paragraph, 4th sentence; Page 5-63, first paragraph, 4th sentence; Page 5-86, second full paragraph, 4th sentence; and Page 5-108, first paragraph, 4th sentence, are revised as follows:

Since ~~the City of Santa Monica has not yet adopted~~ adoption of the VMT thresholds postdates ~~and because~~ the Project ~~predates the applicability of Section 15064.3~~ and release of the EIR, no determination of significance is made.

Page 5-44, 1st complete sentence is revised as follows:

Alternative 2 would result in ~~69~~ 39 less residential units than the Project and would therefore, only partially meet Objective 5.

Page 5-44, Section 5.6.3.1, Description of the Alternative, last sentence of the first paragraph is revised as follows:

With the reduction in the size of the subterranean parking, excavation would be reduced to approximately 120,000 cy, or about 55,000 cy less than the Project.

Page 5-64, last full paragraph, the last sentence is revised as follows:

Neither the Project nor Alternative ~~2~~3 proposes the closure or major modification of adjacent access streets.

Page 5-69, 1st sentence is revised as follows:

Under Alternative 4, the Second Street Parcel would be redeveloped in order to meet the DCP's affordable housing requirement of ~~12~~13 affordable units to meet the 25% requirement of affordable units for the 45 condominiums that would be developed on the Hotel Parcel.

Page 5-99, Geology and Soils, 1st sentence is revised as follows:

No known active or potentially active faults underlie ~~beneath~~ the Project Site ~~is not bisected by an active fault with the potential to cause fault rupture at the surface~~, and no designated Alquist-Priolo Special Study Fault Zone bisects the Project Site.

Page 5-122, 4th paragraph 3rd sentence is revised as follows:

Alternative 4 would be consistent with the Land Use Plan of the Local Coastal Program by providing a mix of uses that are consistent with the provisions of Policy 201~~, and including a larger number of hotel rooms~~.

Chapter 6.0 Other CEQA Considerations

Page 6-10 and 6-11, last sentence on page 6-10 is revised as follows:

The Project would meet the applicable requirements of CALGreen and the City of Santa Monica Green Building Code which exceeds the State standards, and would be built to meet the standards of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation~~. LEED Gold certification or equivalent~~, with incorporation of sustainable features such as solar panels, capacity for electric vehicle recharging, LED lighting, and water-efficient equipment and plumbing infrastructure.

Appendices B, Air Quality Emissions Calculations; F, Energy Consumption Calculations; and H, Greenhouse Gas Emissions Calculations

The Assumptions pages in each of these appendices showing existing land use and proposed land use are revised to clarify the proposed square footage and the total square footage.

Appendix L, Transportation Impact Analysis

Page 16, first paragraph is revised as follows:

Neighborhood Street – These streets primarily serve abutting buildings. Neighborhood Streets in the study area include 2nd, 3rd, 4th and 5th Street (Wilshire Boulevard to Montana Avenue), Idaho Avenue, Washington Avenue, and California Avenue (entire length), Arizona Avenue (Lincoln Boulevard to 11th Street), 9th Street, 10th Street, and Lincoln Boulevard (Wilshire Boulevard to northern city limits).

CHAPTER 11

Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State California Environmental Quality Act (CEQA) Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines.

The following Mitigation Monitoring and Reporting Program (MMRP) provides the mitigation measures for the Miramar Hotel Project (the Project) and the monitoring implementation responsibility for each measure. The MMRP for the Project will be in place through all phases, including design, construction, and operation. In addition, this chapter also includes the Project Design Features (PDFs) for the Project. PDFs have been incorporated into the Project and therefore, evaluated as part of the Project. In order to ensure that the PDFs are implemented and for ease of review, the PDFs are listed in Section 11.1, below, and the MMRP is provided in Section 11.2.

11.1 Project Design Features

4.2 Air Quality

PDF AQ-1: Demolition, Grading and Construction Activities:

1. Compliance with provisions of the SCAQMD District Rule 403. The Project shall comply with all applicable standards of the SCAQMD, including the following provisions of District Rule 403:

    a. All unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

    b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

    c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., instantaneous winds speeds greater than

25 mph), so as to prevent excessive amounts of dust. As an alternative to discontinuing work, compliance with Rule 403, Table 3 control measures may be implemented in accordance with Rule 403 Section (g)(2).

d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

g. Trucks having no current hauling activity shall not idle and be turned off.

h. Ground cover in disturbed areas shall be replaced as quickly as possible.

2. **Anti-Idling Regulation:** In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

3. **Fuel Requirements:** All heavy-duty diesel-powered equipment operating and refueling use low-NOx diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of CARB diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

4. **Architectural Coatings:**

   a. New building materials that do not require painting shall be used to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City. Pre-painted construction materials should be used to the extent feasible.

   b. Architectural coating (paint and primer) products used have a VOC rating of 125 grams per liter (g/L) or less. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City.

5. **Construction Equipment:**

   a. Diesel fueled construction equipment shall meet or exceed the EPA Tier 4 final emission standards.

   b. The following equipment shall be propane or CNG fueled: Forklifts (except for all-terrain forklifts used only to off-load heavy material) and sweepers/scrubbers.

   c. The following equipment shall be electric: air compressors, tower cranes (Hotel Parcel), aerial lifts, plate compactor, and pumps

   d. The following equipment shall be gasoline fueled: water trucks

e. Contract specifications shall be included in project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

PDF-AQ-2: **Green Building Features:** The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the applicant would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. Green building features that will be included in the Project are as follows:

1. Waste

a. The Project will implement a construction waste management plan (WMP) to divert a minimum of 70 percent of all mixed construction and demolition (C&D) debris to City certified construction and demolition waste processors, consistent with SMMC Article 8, Chapter 8.108.

b. The Project will include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings), consistent with the City of Santa Monica Zero Waste Strategic Plan, with the goal of achieving a per capita disposal rate of less than 3.6 pounds/person/day by 2020 and less than 1.1 pounds/person/day by 2030, equivalent to a 95 percent diversion rate.

2. Energy

a. The Project will comply at a minimum with the City of Santa Monica Energy Code and the City of Santa Monica Green Building Standards Code or the most recent standards at the time of building permit issuance by incorporating features such as solar pool heating, green roofs, high-performance building envelopes, energy-efficient HVAC and lighting systems, among other initiatives thereby reducing energy use, air pollutant emissions, and GHG emissions.

b. The Project will install solar electric photovoltaic (PV) systems, as required by the City of Santa Monica Green Building Code Solar Ordinance. The required installation of the PV systems will be implemented by installing a minimum total wattage of 2.0 times the square footage of the building footprint (2.0 watts per square foot).

c. The Project design will incorporate surface materials with a high solar-reflectance-index average, coupled with roof assemblies having insulation factors that meet or exceed the 2019 California Title 24 Building Energy Efficiency Standards, to reduce unwanted heat absorption and minimize energy consumption.

3. Transportation

a. To encourage carpooling and the use of electric vehicles by Project employees, residents, and visitors, designated parking for carpools and vanpools will be provided in accordance with SMMC Section 9.28.150.

b. EV Charging Stations, low emission vehicle spaces, and carpool spaces for hotel employees will be provided in the Hotel parking structure. At least two charging stations plus one for each additional 50 parking spaces consistent with SMMC Section 9.28160(B)(2) will be provided.

c. Both long-term and short-term bicycle parking will be provided at the Hotel parking structure. The number of parking spaces shall at a minimum be provided in accordance with SMMC Table 9.28.140, which requires one short-term bicycle parking space for every 4,000 square feet of floor area (depending on the use). The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces, including 263 long-term and 41 short-term spaces.

   Showers and clothes lockers for employees will also be provided at the Hotel. In accordance with SMMC Section 9.28.170(B)(1), a minimum of four showers would be provided. Consistent with SMMC Section 9.28.170(B)(2), lockers for clothing and other personal effects will be provided at a ratio of 75% of the long-term employee bicycle parking spaces required. A total of up to 197 new clothes lockers will be provided on the Hotel Parcel for employee use. The final number will be determined through the Development Agreement.

4. Water

a. The Project shall achieve the City's water neutrality requirements and in accordance with the DCP, the Applicant shall strive to achieve a minimum of 30 percent below California 2019 Title 24 baseline for interior building water use and a minimum of 50 percent below California 2019 baseline for exterior water use. The Project will also implement 100% non-potable irrigation for landscaping.

PDF-AQ-3: **Control of VOCs:** The Project will utilize low-emitting materials pursuant to the requirements of the California Green Building Standards (CALGreen) Code and SCAQMD Rule 1113.

PDF-AQ-4: **Emergency Generators:** The new standby generator on the Hotel Parcel shall meet the EPA Tier 4 standard for diesel emissions. For after-treatment of engine exhaust air, a diesel particulate filter shall be provided to meet the emission level requirements of the SCAQMD.

4.3 Biological Resources

PDF BIO-1: **Moreton Bay Fig Tree Protection Plan.** To support a commitment by the Applicant to feature the Moreton Bay Fig Tree as a key centerpiece of the Miramar Hotel property, to avoid impacts to the tree during redevelopment of the Project Site, and to continue to ensure the health and on-going maintenance of the tree and its status as a City-designated landmark into the future, a Tree Protection Plan shall be incorporated into the Project. As further detailed in Chapter 7 and Chapter 8 of the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program*, prepared by BrightView Tree Company, dated February 26, 2018, the Tree

Protection Plan shall at a minimum incorporate performance standards and requirements for:

- Tree Protection Training Program for Construction Personnel
- Preservation and Protection Measures during Construction
- Construction Monitoring Program

Prior to approval of final Project design plans, the draft Tree Protection Plan shall be refined and submitted to City Staff for review and approval. Upon issuance of the Project's building permit, the Applicant shall identify or otherwise engage an Arborist, Landscape Architect, and general contractor, subject to City Staff approval of their respective credentials, to execute work in compliance with the final Tree Protection Plan. As appropriate, finalization and implementation of the Tree Protection Plan shall be coordinated with the Project's Preservation Plan. Furthermore, following Project construction, monitoring and maintenance of the tree shall continue pursuant to the *Moreton Bay Fig Tree Protection, Preservation and Maintenance Program.*

4.4 Construction Effects

PDF CE-1: **Construction Impact Mitigation Plan (CIMP)**. Prior to issuance of a grading or building permit the Applicant shall prepare a CIMP for review and approval by the following City departments: Public Works, Fire, Community Development, and Police to ensure that the CIMP shall:

- Prevent material traffic impacts on the surrounding roadway network.
- Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable.
- Ensure safety for both those constructing the project and the surrounding community.
- Prevent substantial truck traffic through residential neighborhoods.

In addition, the plan shall be prepared and implemented in coordination with any affected agencies such as Big Blue Bus, Metro, and Caltrans.

The CIMP shall comply with SMC Chapter 8.98, Construction Management Plans and shall at a minimum include the following:

- A detailed plan for work zones shall be maintained. At a minimum, the plan shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
- Work within the public right-of-way shall be performed between 9:00 A.M. and 4:00 P.M. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of

these hours shall only be allowed after the issuance of an After Hours Permit administered by the Public Works Department.

- Streets and equipment shall be cleaned in accordance with established Public Works requirements.
- The Applicant shall obtain Transportation Engineering Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling. Trucks shall only travel on a City-approved construction truck route. Truck queuing/staging shall not be allowed on City streets. Queuing may occur on the construction site itself to the extent there is space available on the construction site.
- Overall anticipated construction schedule including any anticipated request for construction beyond normally permitted hours. The construction schedule shall also include the nature and extent of construction and associated truck, crane, and/or helicopter activity.
- Proposed construction-period noise measures and security measures.
- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be onsite, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.
- Sidewalk closure shall be prohibited to the extent feasible; if sidewalk closure is determined to be necessary, a detour pedestrian pathway shall be provided. In the existing conditions, there is a portion of the public sidewalk located on the Project Site adjacent to Ocean Avenue. This portion of the sidewalk will be closed/removed permanently as part of the Project. In addition to the off-site improvements Developer will provide as part of the Project, Developer acknowledges that as part of approving the detour pedestrian pathway provided in the public right-of-way during construction the City may require Developer to provide temporary improvements to the existing conditions (the sidewalk curb/driveway) to ensure ADA access is provided over the detour pedestrian pathway.
- The traveling public shall be advised of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved CIMP).
- The Applicant shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights- of-way, detours, or any other work within the public right-of-way.
- The Applicant shall provide timely notification of construction schedules to all affected agencies (e.g., Metro. Big Blue Bus, Police Department, Fire Department, Public Works Department, and Community Development

Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.

- The Applicant shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. Coordination with Metro regarding construction activities that may impact Metro bus lines or result in closures lasting over six months shall be initiated at least 30 days in advance of construction activities.
- Contact information for the Project developer, architect, contractor(s) and subcontractor(s). In addition, contact information for a single individual appointed to community with residents, businesses, and commuters impacted by construction activity.

4.5 Historical Resources

PDF HIST-1: **Preservation Plan.** A Preservation Plan shall be prepared as part of the Project to help support conformance with the Rehabilitation Standards, as the Santa Monica Municipal Code § 9.56.140 (G) requires use of the Rehabilitation Standards for analysis related to issuance of Certificate(s) of Appropriateness or equivalent permit(s). The Preservation Plan will establish professional standards by which the preservation aspects of the Project will be executed and enforced. At a minimum, the Preservation Plan shall address the following:

Rehabilitation of Palisades Building

- *Brick.* Establishment of brick treatments, including processes and materials for cleaning, testing, repair, painting or coating in conformance with Rehabilitation Standards.
- *Terra Cotta.* Establishment of treatments for testing, cleaning, paint removal, repair, repointing, and painting or coating in conformance with Rehabilitation Standards.
- *Windows and Doors.* Treatments related to removal, alterations and or replacement of windows and doors in conformance with Rehabilitation Standards.
- *Rooftop Sign.* Design details for a new rooftop sign at the western slope of the Palisades Building to take inspiration from the non-extant historic sign. Specifications shall be established for the size, materials, colors, typeface, placement and other characteristics to support compatibility with the building and conformance with Rehabilitation Standards, particularly Standards 3 and 6. The final design shall be in compliance with the Rehabilitation Standards such that the sign correlates well with the historic sign's character- defining features as to size, shape, and design and while avoiding creating a false sense of history.
- *Grade Changes.* Design details for raising the grade at the Palisades Garden between the California Building, Palisades Building, and Ocean Building. The proposed change is to improve accessibility to the Palisades Building and across the Project Site, by creating a level transition between the buildings and the Palisades Garden and Miramar Gardens, while helping reestablish the entry

to the Palisades Building on the west elevation as the primary access point and to further integrate the Palisades Building into the new Palisades Garden. The final grade change and associated connections to the Palisades Building shall be in conformance with the Rehabilitation Standards.

- *Hyphens.* Construction of largely transparent architectural hyphens are proposed to connect new construction with the Landmark Building in a manner respectful of the Palisades Building. The final design of the hyphens shall expose much of the elevations of the Palisades Building and be at or shorter in height than the eaves of the Palisades Building, to minimize their size and scale in order to not detract from the Palisades Building. Final design of the hyphens shall be in conformance with the Rehabilitation Standards.

The Moreton Bay Fig Tree

- The Moreton Bay Fig Tree (the Ficus) shall be preserved and integrated into the new Miramar Gardens as a primary feature of the Project Site. Below grade, the existing basement wall to the east of the Moreton Bay Fig shall be retained. Shoring walls with internal bracing (in lieu of tiebacks) shall be constructed (where excavation is needed for the subterranean garage) to avoid damage to the roots or undermining of the soil. At grade, the existing circular driveway around the tree would be removed, and an elliptical-shaped walkway, pedestrian deck and bench would be constructed around the tree. The pedestrian deck shall be supported by micropiles that allow beneficial airspace flow, nutrients, and water to reach the tree roots. The ring-shaped bench shall protect the buttressed tree roots to ensure the long-term health of the tree. The tree canopy shall be maintained through a pruning and routine maintenance plan as set forth in the 2018 Brightview Report. Final design, monitoring and implementation of improvements in proximity to the Moreton Bay Fig tree shall be subject to review by a qualified arborist and where warranted by a qualified historic preservation architect for conformance with Rehabilitation Standards.

Prior to approval of final Project design plans, the Preservation Plan shall be refined and submitted to City Staff, and revised as required to support final approval and ensure conformance with the Rehabilitation Standards and the criterion specified in Santa Monica Municipal Code § 9.56.140 (A) and (C) for issuance of Certificate(s) of Appropriateness or equivalent permit(s). Upon issuance of the Project's building permit, the Applicant shall engage a qualified historic preservation architect, structural engineer, arborist and general contractor, subject to City Staff approval of their respective credentials, to execute work in compliance with the final Preservation Plan.

4.10 Hazards and Hazardous Materials

PDF HAZ-1: **Soil Management Plan.** Although there is no known soil contamination on the Project Site, the Applicant shall prepare a Soil Management Plan for each parcel that would establish procedures for recognizing hazardous materials [e.g., training of construction workers regarding tell-tale signs of contaminated soils (e.g., staining, leakage or odors) and location and removal logistics regarding the UST on the Hotel Parcel]. The SMP shall also include procedures for encounters with previously unknown or unidentified soil contamination that could present a threat

to human health or the environment. Procedures shall be generally consistent with the provisions set forth in DCP MM HAZ-2d. As such, the SMP would address soil and material segregation, stockpile management, decontamination methods and procedures, truck loading, stormwater management, and transportation of affected soils. The SMP shall be submitted to the SMFD for review and approval prior to issuance of a grading permit.

4.14 Noise and Vibration

PDF NOISE-1: **Construction BMPs.** The Applicant's construction contractor shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in and around the Project Site to reduce construction noise levels:

- Project contractor(s) shall equip all construction equipment, fixed and mobile, mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards;
- On-site construction equipment staging areas shall be located as far as feasible from noise and vibration sensitive uses.

4.17 Transportation

PDF TR-1 (TDM Plan): The Applicant shall prepare an enhanced TDM Program that expands the current TDM Program that is based on the City's TDM ordinance and Downtown Community Plan to ensure that trip generation estimates in Table 4.17-7 of this EIR are not exceeded. The specific TDM strategies to be implemented shall be finalized as part of the Development Agreement process. The TDM Program shall include at a minimum the following TDM strategies: a TDM Coordinator; participation in the establishment of a Transportation Management Association, employer-subsidized transit passes; preferential parking and rideshare matching service for carpools and vanpools; parking pricing (i.e., do not provide free onsite parking to hotel guests); unbundled parking; Guaranteed Ride Home; bicycle parking for all users and employee lockers and shower facilities; onsite access to Carshare services; onsite access to a bicycle sharing service; a Transportation Information Center and TDM website information (centralized commuter/program information for employees); wayfinding signage; and a Commuter Club (provides various incentives to employees who commit to using non-single occupancy vehicle modes). Detailed description of these TDM Plan elements are provided in Appendix L.

To ensure that the trip generation estimates in Table 4.17-7 of this EIR are not exceeded, a period of annual monitoring and reporting shall be undertaken for the Project. The Project Applicant shall summarize the results of the trip monitoring program, determine whether trip reduction goals and/or AVR targets are being achieved, and describe the TDM efforts in place to reduce vehicular trip making, in an annual report delivered to the City. The City, at its discretion, shall determine the type of enforcement and may require implementation of additional TDM strategies and possible monetary (or other) penalties if annual monitoring determines that the trip generation estimates are being exceeded and/or that AVR targets are not being met.

11.2 Purpose of the MMRP

The purpose of the MMRP is to ensure that mitigation measures provided in the Environmental Impact Report (EIR) to minimize or avoid significant adverse effects are implemented. The MMRP also is a working guide to facilitate not only the implementation of MMs by the Projects' proponent, but also the monitoring, compliance, and reporting activities of the implementing agency and any monitors it may designate.

11.2.1 Responsibilities

The City of Santa Monica Community Development Department will act as the lead implementing agency to ensure that the adopted mitigation measures are implemented as defined in the EIR. For each MMRP activity, the Community Development Department will either administer the activity or delegate it to staff, other City departments or divisions (e.g., Building and Safety Division, Department of Public Works, etc.) consultants, or contractors. The Community Development Department will also ensure that monitoring is documented as required and any deficiencies that may occur are promptly corrected. The designated environmental monitor depending on the provision specified below (e.g., City building inspector, project contractor, certified professionals, etc.,) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems, if necessary. The Community Development Department or its designee(s) will ensure that each person delegated any duties or responsibilities is qualified to monitor compliance.

The applicant is responsible for funding and successfully implementing the mitigation measures in the MMRP, and is responsible for assuring that these requirements are met by all of its construction contractors and field personnel. Standards for successful mitigation of impacts are implicit in many mitigation measures that include such requirements as obtaining permits or avoiding a specific impact entirely. Other measures include performance standards. Additional mitigation success thresholds will be established by applicable agencies with jurisdiction through the permit process and through the review and approval of Project specific plans for the implementation of mitigation measures.

11.2.2 Monitoring Table

Table 11-1, *Mitigation Monitoring and Reporting Program*, identifies: 1) the full text of the mitigation measure; 2) the action(s) that needs to be performed, including the applicable timing; 3) the entity responsible for performing the action; and 4) the agency responsible for verifying compliance. Only those sections in the EIR in which potentially significant impacts were identified that required mitigation measures are listed below. In addition, as part of the certification of the EIR and approval of the DCP, the City Council adopted a MMRP. As applicable, the adopted mitigation measures from that MMRP were identified for the Project and are included in Table 11-1. The measures from the DCP MMRP are indicated using DCP MM while the Project-specific measures begin with MM.

TABLE 11-1
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
Air Quality			
DCP MM AQ-5b: Interior Air Quality Protection: Applicants of new projects in the Downtown that propose siting sensitive land uses within 100 feet of an intersection operating or projected to operate at Level of Service (LOS) E or F to include heating, ventilation, and air conditioning (HVAC) infrastructure within the building to circulate and purify outdoor air sources sufficiently to reduce diesel particulate matter and vehicle emissions. HVAC control systems shall include particulate filters that have a minimum efficiency reporting value (MERV) of 15 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The proposed HVAC system shall be reviewed and approved by the City prior to occupancy of sensitive land uses or populations within the proposed project.	The "sensitive land uses" in the Project are the residential uses. (DCP FEIR pp. 3.4-46, 3.4-11 to 12.) Plan check	Project applicant; City of Santa Monica Community Development Department: City Planning Division	City of Santa Monica Community Development Department: City Planning Division
Biological Resources			
DCP MM BIO-1: Nesting and Roosting Sites. To prevent impacts to nesting or roosting birds through loss or damage of mature trees, the City shall require that applicants of new development projects within Downtown comply with the following: 1. Where suitable vegetation and structures for nesting birds and bats occur within 500 feet of project construction activities, all phases of project construction shall avoid the general nesting season (February 15 through August 31). 2. If construction cannot avoid the general nesting season, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds and/or bats. The survey shall be conducted within 72 hours prior to commencement of vegetation removal. 3. If any nesting birds are present within or immediately adjacent to the construction area, the following shall be required: A qualified biologist shall be retained by the Applicant to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active nests, including the enforcement of an avoidance buffer of 25 to 500 feet, depending on the sensitivity of the species identified, as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive. 4. If federal or state protected species are observed during the site survey, consultation shall be completed with the USFWS and CDFW to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure protected bird species are not affected.	If construction during nesting season, qualified biologist conduct survey	Project applicant; City of Santa Monica Community Development Department: City Planning Division	City of Santa Monica Community Development Department: City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
Construction Effects			
See Noise and Vibration for MM-NOISE-1 and MM-NOISE-2 (below).			
Cultural Resources – Historical Resources			
See Noise and Vibration for MM-NOISE-2 (below).			
Cultural Resources – Archaeological Resources			
DCP MM CR-3a: Archaeological Data Recovery: For projects that inadvertently discovered buried prehistoric or historic-period archaeological resources the City shall apply a program that combines resource identification, significance evaluation, and mitigation efforts into a single combined effort. This approach would combine the discovery of deposits (Phase 1), determination of significance and assessment of the project's impacts on those resources (Phase 2), and implementation of any necessary mitigation (Phase 3) into a single consolidated investigation. This approach must be driven by a Treatment Plan that sets forth explicit criteria for evaluating the significance of resources discovered during construction and identifies appropriate data recovery methods and procedures to mitigate project effects on significant resources. The Treatment Plan shall be prepared prior to issuance of building permits by a Registered Professional Archaeologist (RPA) who is familiar with urban historical resources, and at a minimum shall include: • A review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area; • A context for evaluating resources that may be encountered during construction; • A research design outlining important prehistoric and historic-period themes and research questions relevant to the known or anticipated sites in the study area; • Specific and well-defined criteria for evaluating the significance of discovered remains; and • Data requirements and the appropriate field and laboratory methods and procedures to be used to treat the effects of the project on significant resources. The Treatment Plan shall also provide for a final technical report on all cultural resource studies and for curation of artifacts and other recovered remains at a qualified curation facility, to be funded by the developer. To ensure compliance with City and state preservation laws, this plan shall be reviewed and approved by the Historic Landmarks Commission and the City of Santa Monica Planning Division prior to issuance of building permits.	If resources found, qualified archaeologist to assess and prepare Treatment Plan	Project applicant; City of Santa Monica Community Development: City Planning Division; City approved/qualified archaeologist, if needed	City of Santa Monica Community Development Department: City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
DCP MM CR-3b: Inadvertent Discoveries: In the event of any inadvertently discovered prehistoric or historic-period archaeological resources during construction, the developer shall immediately cease all work within 50 feet of the discovery. The proponent shall immediately notify the City of Santa Monica Planning and Community Development Department and shall retain a Registered Professional Archaeologist (RPA) to evaluate the significance of the discovery prior to resuming any activities that could impact the site. If the archaeologist determines that the find may qualify for listing in the California Register of Historic Resources (CRHR), the site shall be avoided or a data recovery plan shall be developed pursuant to MM CR-2a. Any required testing or data recovery shall be directed by a RPA prior to construction being resumed in the affected area. Work shall not resume until authorization is received from the City.	Evaluation of archaeological resources by qualified archaeologist if discovered during construction; treatment plan and final report upon resource discovery.	Project applicant; City of Santa Monica \ Community Development: City Planning Division; City approved/qualified archaeologist	City of Santa Monica Community Development Department: City Planning Division
MM ARCHAEO-1: Prior to issuance of demolition permit, the Applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. Full-time monitoring shall be conducted in Areas 1, 2 and 3 as denoted in Figure 9 - Archaeologically Sensitive Areas of the Archaeological Resources Assessment Report. Full-time monitoring in those areas can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist, based on field observations. If the Qualified Archaeologist, based on field observations, determines that other areas beyond Area 1, 2, and 3 warrant monitoring, then monitoring in those areas shall be required. Prior to commencement of excavation activities, an Archaeological and Cultural Resources Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.	Archaeological monitoring during construction.	Project applicant; City of Santa Monica Community Development, City Planning Division; City approved/qualified archaeologist	City of Santa Monica Community Development Department: City Planning Division
MM ARCHAEO-2: Prior to issuance of demolition permit, the Applicant shall retain a Native American tribal monitor from the Gabrieleno Tribe. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified on the most recent contact list provided by the Native American Heritage Commission. The Native American Monitor shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall take into account the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Gabrielino Tribe.	Native American monitoring (Gabrieleno Tribe) during construction	Project applicant; City of Santa Monica Community Development: Planning Division; Gabrieleno Tribe	City of Santa Monica Community Development Department: City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
MM ARCHAEO-3: If human remains are encountered unexpectedly during implementation of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to 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 (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.	Notification to the Native American Heritage Commission if human remains are encountered.	Project applicant; City of Santa Monica Community Development, Native American Heritage Commission	City of Santa Monica Community Development Department
Geology and Soils – Paleontological Resources			
DCP MM CR-4a: Paleontological Monitoring. Construction activities involving excavation or other soil disturbance to a depth greater than 6 feet within Downtown shall be required to retain a qualified Paleontological Monitor as defined by the Society for Vertebrate Paleontology (SVP) (2010) equipped with necessary tools and supplies to monitor all excavation, trenching, or other ground disturbance in excess of 6 feet deep. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected if necessary. The Paleontological Monitor will periodically assess monitoring results in consultation with the Principal Paleontologist. If no (or few) significant fossils have been exposed, the Principal Paleontologist may determine that full-time	Qualified paleontological monitor for excavation/soil disturbance greater than 6 feet; visual inspection, as needed	Project applicant; City of Santa Monica Community Development: City Planning Division; City approved/qualified paleontologist	City of Santa Monica Community Development Department: City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
monitoring is no longer necessary, and periodic spot checks or no further monitoring may be recommended. The City shall review and approve all such recommendations prior to their adoption and implementation.			
DCP MM CR-4b: Inadvertent Discovery of Fossils. If fossils are discovered during excavation, the Paleontological Monitor will make a preliminary taxonomic identification using comparative manuals. The Principal Paleontologist or his/her designated representative then will inspect the discovery, determine whether further action is required, and recommend measures for further evaluation, fossil collection, or protection of the resource in place, as appropriate. Any subsequent work will be completed as quickly as possible to avoid damage to the fossils and delays in construction schedules. If the fossils are determined to be significant under the California Environmental Quality Act (CEQA), but can be avoided and no further impacts will occur, the fossils and locality will be documented in the appropriate paleontological resource records and no further effort will be required. At a minimum, the paleontological staff will assign a unique field number to each specimen identified; photograph the specimen and its geographic and stratigraphic context along with a scale near the specimen and its field number clearly visible in close ups; record the location using a global positioning system (GPS) with accuracy greater than 1 foot horizontally and vertically (if such equipment is not available at the site, use horizontal measurements and bearing(s) to nearby permanent features or accurately surveyed benchmarks, and vertical measurements by sighting level to point(s) of known elevation); record the field number and associated specimen data (identification by taxon and element, etc.) and corresponding geologic and geographic site data (location, elevation, etc.) in the field notes and in a daily monitoring report; stabilize and prepare all fossils for identification, and identify to lowest taxonomic level possible by paleontologists, qualified and experienced in the identification of that group of fossils; record on the outside of the container or bag the specimen number and taxonomic identification, if known. Breathable fabric bags will be used in packaging to avoid black mold. Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossils specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to an accredited museum repository for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the Project proponent. At the conclusion of laboratory work and museum curation, a final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the Project. The report will include a summary of the field and laboratory methods, an overview of the Project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the designated museum repository.	If fossils are discovered, qualified paleontologist to assess find and recommend appropriate action; final report to document results	Project applicant; City of Santa Monica Community Development Department: City Planning Division; City approved/qualified paleontologist	City of Santa Monica Community Development Department: City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
Hazards and Hazardous Materials			
DCP MM HAZ-2a: Phase I Environmental Site Assessment. Prior to demolition, project applicants in the Downtown shall prepare a Phase I ESA. Consistent with local, state and federal regulations, the Phase I ESA shall be subject to City review and address the following: a. **Asbestos-Containing Materials (ACM), Lead-Based Paints (LBP), polychlorinated biphenyls (PCBs), and Molds.** Prior to any the issuance of a demolition permit, the Applicant shall conduct a comprehensive survey of ACM, LBP, PCBs, and molds. If such hazardous materials are found to be present, the applicant shall follow all applicable local, state and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, PCBs, and molds to ensure public safety.	Applicant prepare comprehensive survey of ACMs, LBP, PCBs, molds prior to issuance of a demolition permit for City review and approval; if present, disposal in accordance with all applicable regulations	Project applicant; City of Santa Monica Community Development Department: Building and Safety Division; licensed contractor(s)	City of Santa Monica Community Development Department: Building and Safety Division
DCP MM HAZ-2c: Discovery of Contamination. In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction at a development site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and determine the level of soil and/or groundwater contamination. If contamination is encountered, a Human Health Risk Management Plan shall be prepared and implemented that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development, and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., SMFD). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	If contamination identified, investigation by qualified environmental specialist; preparation and implementation of Human Health Risk Management Plan; disposal of contaminated media in accordance with applicable plans (i.e., Soil Management Plan prepared in accordance with PDF HAZ-1) and regulations, if necessary	Project applicant; City of Santa Monica Public Works Department: Water Resources Division and/or Santa Monica Fire Department	City of Santa Monica Public Works Department; Water Resources Division RWQCB, DTSC and Santa Monica Fire Department
Neighborhood Effects			
Refer to MM TR-1 (see below).			

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
Noise and Vibration			
MM NOISE-1: To avoid exceedance of the City's allowable noise increases between the hours of 8:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. on weekdays and on Saturday from 9:00 A.M. to 5:00 P.M. (and/or during extended hours if approved by the City through an After Hours Permit in accordance with SMMC Section 4.12.110(e)), the following specified construction activities occurring during the above referenced time periods and within the following setback distances from the specified sensitive receptors shall implement construction noise reduction strategies as described below: <u>Distances for Noise-Sensitive Receptor Locations R1 and R2:</u> • Demolition or Overlapping Construction Activities: within 300 feet. • Grading/excavation: within 200 feet. • Building construction or paving: within 150 feet. <u>Distances for Noise-Sensitive Receptor Location R3:</u> • Overlapping Construction Activities: within 80 feet. • Grading/excavation or paving: within 65 feet. • Demolition, foundation/concrete pour, or building construction: within 50 feet. In order to stay below the noise thresholds established in SMMC Section 4.12.110, the construction contractor shall utilize one or a combination of the construction noise reduction strategies listed below if construction activities occur during the referenced time periods and within the specified setback distances: <u>Noise Reduction Strategies</u>: a) Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction. b) Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices or other noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures or enclosures around stationary equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based	Distances for Receptor Locations R1 and R2 apply to Hotel Parcel and distances for Receptor Location R3 applies to Second Street Parcel Notes to be included on construction drawings; noise monitoring during construction by applicant with oversight and review by City, as needed	Project applicant; City of Santa Monica Community Development Department: City Planning Division and Building and Safety Division	City of Santa Monica Community Development Department: Building and Safety Division and City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction. c) Construction activities shall be scheduled so as to minimize or avoid operating multiple noise-generating heavy-duty pieces of equipment, simultaneously at the perimeters of the Project Site along the northwestern and northern boundaries of the Hotel Parcel and along the northeastern boundary of the Second Street Parcel. d) The Project shall stage noise-generating construction equipment away from the noise-sensitive receptors to the north and east (R1 and R2) of the Hotel Parcel and to the east (R3) of the Second Street Parcel at a distance equal to or greater than specified above. During the course of construction other noise reduction strategies may be implemented as alternatives or additions to Noise Reduction Strategies a) through d) so long as their effectiveness is documents consistent with the noise monitoring requirements described immediately below. For Noise Reduction Strategies a) through d) or other noise reduction strategies, the effectiveness of these noise reduction strategies to achieve the City's noise-level performance standards shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction activities when the use of heavy equipment is prevalent so long as it can be demonstrated to the City's satisfaction that later construction activities would achieve the requisite noise reductions.			
MM NOISE-2: To reduce the potential for construction-related vibration effects to structures, prior to the issuance of a building permit for the Project Site, the Applicant shall perform an inventory of the structural condition of The Huntley Hotel building at 1111 2nd Street, the Regency Moderne Medical Office building at 1137 2nd Street, and the on-site historic Palisades Building. Based on a survey of the building's structural condition, a vibration specialist will determine the appropriate Caltrans vibration structural damage potential criteria, and for each piece of equipment, assess a standoff distance from the building. The construction contractor(s) shall restrict the use of vibration-generating equipment, as listed in Table 4.14-16, within the minimum applicable standoff distances to not exceed the building's applicable structural damage criteria. If the vibration-generating construction equipment is required to be used within these minimum applicable distances, the construction contractor(s) shall implement one of the following measures for The Huntley Hotel building, the Regency Moderne Medical Office building, and the on-site historic Palisades Building: a. Restrict the use of large bulldozers and other similarly large vibration-generating equipment, so that the vibration-generating portion of the equipment (i.e., the motor, engine, power plant, or similar) remains at the minimum standoff distances unless it can be demonstrated to the	For construction on Hotel Parcel, an inventory of structural conditions of the Palisades Building shall be prepared by Applicant's vibration specialist prior to issuance of building permits to commence construction activity on the Hotel Parcel; applicable notes to be included on construction drawings; installation of continuously operational automated vibrational monitor; log of results of monitoring; if necessary, repairs completed prior to issuance of certificate of occupancy For construction on Second Street Parcel, Applicant to seek written approval to implement MM NOISE-2 from property owners of the Huntley Hotel building at 1111 2nd Street and the Regency Moderne Medical Office building at 1137 2nd Street. If approval from the adjacent property owners is received, an inventory of existing structural	Project applicant; City of Santa Monica Community Development Department: City Planning Division and/or Building and Safety Division	City of Santa Monica Community Development Department: Building and Safety Division and/or City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
satisfaction of the City based on in-situ measurements (prior to initiation of full-scale construction activities) that vibration levels can be kept below the applicable structural damage potential criteria, as determined by the vibration specialist, through any combination of revised setbacks, alternative equipment and methods, alternative sequencing of activities, or other vibration-reducing techniques. Install and maintain at least one continuously operational automated vibrational monitor on the side of the building facing the construction activity and capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to 0.05 in/sec PPV less than the appropriate Caltrans vibration structural damage potential criteria and a regulatory alarm level equivalent to the Caltrans vibration structural damage potential criteria. For off-site buildings, the contractor may also locate the vibration monitors on or near the Project Site if access to the off-site buildings is restricted, in which case the first-level and regulatory alarm shall be adjusted to an equivalent level accounting for the vibration attenuation rate based on the distance to the off-site building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity of the affected building shall be halted and the building visually inspected for damage. Results of the inspection must be logged. In the event damage occurs, such damage shall be repaired. For the off-site historic Regency Moderne Medical Office building and the on-site historic Palisades Building, such repairs shall be conducted in consultation with a qualified preservation consultant for the on-site historic Palisades Building and, if warranted, in a manner that meets the Secretary of the Interior's Standards.	conditions of those neighboring buildings shall be prepared by Applicant's vibration specialist prior to issuance of building permits to commence construction activity on the Second Street Parcel; installation of continuously operational automated vibrational monitor(s); log of results of monitoring; if necessary, repairs completed prior to issuance of certificate of occupancy		
Fire Protection			
DCP MM PS-1: The City shall require applicants of development projects with buildings that are seven stories and higher in the Downtown to prepare a high-rise pre-fire plan. At a minimum, the pre-fire plan shall address the types and capabilities of fire protection systems, the layout of the building, locations of stairwells and elevators, and how evacuation will be handled. A copy of the plan shall be kept in the fire control room and a copy shall be filed with the SMFD fire marshal. The plan shall be revised every 5 years.	Applies to new buildings seven stories and higher on Hotel Parcel; submittal of pre-fire plan; ongoing implementation during operation with 5 year updates	City of Santa Monica Fire Department	City of Santa Monica Community Development Department: City Planning Division

Mitigation Measure	Monitoring / Reporting Action	Monitoring Party	Responsible Agency
Police Protection			
DCP MM PS-2: The City shall require applicants of development projects over a specified square footage in the Downtown to prepare and implement a security plan for common or public spaces, including parking structures/lots, courtyards, other open areas, public or common area walkways stairways and elevators as a condition of their development agreement. The security plan will identify the locations of 911-capable phones in parking garages and other public area, will establish rules and regulations for public use of the courtyard areas, and establish private security patrols for the property. Private security patrols shall work in coordination with the Santa Monica Police Department. The plan shall be subject to review and approval by the SMPD.	Review and approval of construction drawings by Santa Monica Police Department; submittal of security plan and ongoing implementation during operation	City of Santa Monica Police Department	City of Santa Monica Community Development Department: City Planning Division
Transportation			
MM TR-1: The Project Applicant shall reconfigure the southbound approach at Intersection No. 14 (2nd Street & Wilshire Boulevard) to include one left-turn lane, one shared right/through lane, and bicycle lane that includes a shared lane conflict marking.	Applicant prepare and submit plans for review and approval by City of Santa Monica Community Development Department: Mobility Division Implementation prior to issuance of certificate of occupancy for Hotel Parcel	Project applicant; City of Santa Monica Community Development: Mobility Division	City of Santa Monica Community Development Department: City Planning Division