



City Council Report

City Council Meeting: October 23, 2012

Agenda Item: 3-P

To: Mayor and City Council
From: Andy Agle, Director of Housing and Economic Development
Subject: Fire Station No.1 Land Exchange: CEQA Review

Recommended Action

Staff recommends that the City Council adopt the attached Resolution adopting the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for Fire Station No. 1 Land Exchange.

Executive Summary

Subject to environmental review, the City Council authorized an exchange of City property for private property to serve as a replacement site for Fire Station No. 1. The environmental review has now been completed pursuant to the California Environmental Quality Act (CEQA) guidelines. A City-prepared Initial Study/Mitigated Negative Declaration has concluded that the proposed project would have no significant impact on the surrounding environment with the incorporation of mitigation measures. This report recommends that City Council adopt the attached resolution approving the final Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for Fire Station No. 1 Land Exchange, allowing staff to proceed with the property exchange.

Background

Fire Station No. 1 was built in 1955 and has surpassed its expected useful life span as a "Critical Facility." A new fire station on a larger site is necessary to support the Fire Department's operating and service needs. On [January 10, 2012](#), City Council authorized the issuance of a Request for Proposals (RFP) to exchange real property in Downtown Santa Monica for a new site to build a replacement facility for Fire Station No. 1. The City received one response from NMS Properties Inc.

On [August 14, 2012](#), City Council adopted a resolution waiving advertising requirements related to an exchange of property and authorized the City Manager to negotiate and

execute a Purchase and Sale Agreement with NMS Properties Inc. to exchange City-owned property located at 1338-42 and 1321 5th Street, for property located at 1337-45 7th Street, owned by 1337 NMS Properties/7th Street LLC, subject to the condition that closing of escrow and the undertaking of any obligations or commitments under the Agreement should not occur until the City complies with the applicable requirements of the CEQA, including any requirement that the City Council make findings and approvals in accordance with CEQA. The CEQA guidelines require the City to assess the project's potential impact on the environment.

Discussion

An Initial Study/Mitigated Negative Declaration was prepared pursuant to the requirements of CEQA to determine whether any significant impacts on the environment would result from the land exchange and construction of a Fire Station at 1337-45 7th Street.

A draft Initial Study/Mitigated Negative Declaration was circulated for a 30-day public review on August 8, 2012, with the public review comment period ending on September 8, 2012. Three letters commenting on the draft Initial Study/Mitigated Negative Declaration were received. Responses to public comments are included in the final Mitigated Negative Declaration Response to Public Comment (Attachment B).

The final Mitigated Negative Declaration concluded that there would be no significant impacts on the environment with incorporation of mitigation measures in the areas of biological resources, construction effects, cultural resources, geology and soils, and transportation/traffic. To ensure that these mitigation measures are properly enacted, a Mitigation Monitoring and Reporting Program is necessary and will be enforced during the construction and operation of the project. The proposed mitigation measures are provided in the final Initial Study/Mitigated Negative Declaration.

Financial Impacts & Budget Actions

Adoption of the resolution has no fiscal impact.

Prepared by: Elana Buegoff, Sr. Development Analyst

Approved: _____

Forwarded to Council: _____

Andy Agle, Director
Housing and Economic Development

Rod Gould
City Manager

Attachments:

- A. Resolution
- B. Final Initial Study/Mitigated Negative Declaration

City Council Meeting: October 23, 2012

Santa Monica, California

RESOLUTION NUMBER _____ (CCS)

(City Council Series)

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTA MONICA
ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION
MONITORING PROGRAM FOR THE FIRE STATION NO.1 LAND EXCHANGE AND
CONSTRUCTION

WHEREAS, a Notice of Intent to Adopt an Initial Study and Mitigated Negative Declaration for the Fire Station No. 1 Land Exchange and Construction was published in the Santa Monica Daily Press and City Planning Website on August 8, 2012, in compliance with the California Environmental Quality Act (CEQA) and the City of Santa Monica CEQA Guidelines; and

WHEREAS, the Initial Study and Mitigated Negative Declaration was made available for public comment for 30-days, beginning on August 8, 2012 and ending on September 8, 2012; and

WHEREAS, on October 23, 2012, the City Council, as Lead Agency, reviewed the Initial Study and Mitigated Negative Declaration and Mitigation Monitoring Program.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council finds that the Initial Study and Mitigated Negative Declaration identified that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the

project have been made by or agreed to by the project proponent. The proposed project would have less than significant impacts with mitigation incorporated on Biological Resources, Construction Effects, Cultural Resources, Geology and Soils, and Transportation/Traffic and that these impacts would be reduced to less than significant levels with the incorporation of mitigation measures imposed on the project. No impacts would occur or impacts would be less than significant with respect to the following issues: Aesthetics, Agriculture and Forestry Resources, Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources Neighborhood Effects, Noise, Population and Housing, Recreation, Shadows, Utilities and Service Systems, and Mandatory Findings of Significance.

SECTION 2. The City Council has reviewed and considered the Initial Study and Mitigated Negative Declaration, and the Mitigation Monitoring Program, together with the comments received during the public review process, prior to acting on the project.

SECTION 3. The City Council finds, based on the whole record before it, including the Initial Study and Mitigated Negative Declaration and any comments received, that with incorporation of the proposed mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment, and that the Mitigated Negative Declaration reflects the City's independent judgment and analysis. Therefore, the City Council hereby adopts the Mitigation Negative Declaration.

SECTION 4. Consistent with Public Resources Code Section 21081.6 (a) (1), the City Council adopts the Mitigation Monitoring Program, which is included as Exhibit A, to

mitigate or avoid significant effects of the project on the environment and ensure compliance during project implementation.

SECTION 5. Consistent with Public Resources Code Section 21081.6 (a) (2), the documents which constitute the record of proceedings for approving this project are located in the Planning and Community Development Department, 1685 Main Street, Room 212, Santa Monica, California.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM:

MARSHA J. MOUTRIE
City Attorney

MITIGATION MONITORING AND REPORTING PROGRAM

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Fire Station No. 1 Land Exchange and Construction project, proposed in the City of Santa Monica, California. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid significant impacts that have been identified in a Mitigated Negative Declaration. The purpose of the MMRP is to ensure that the required mitigation measures identified in the MND are implemented as part of the overall project implementation.

The following table summarizes the mitigation measures for each issue area identified in the MND for Fire Station No. 1. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. These columns will be filled out by the monitoring agency or party and would document monitoring compliance. Where an impact was identified to be less than significant, no mitigation measures were required.

This MMRP will be used by City staff or the City's consultant to determine compliance with permit conditions. Violations of these conditions may cause the City to revoke the operating permit.



Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>BIO-1 Tree Protection Zone. Prior to commencement of construction activities and/or the removal or planting of any tree species within the public realm, the SMFD shall coordinate with the Santa Monica Public Landscape Division to obtain the proper tree permits and delineate any applicable Tree Protection Zone areas, in compliance with the Santa Monica Tree Code and the Santa Monica Urban Forest Master Plan.</p> <p>BIO-2 Tree Relocation and Removal Plan. If public trees are to be removed or relocated, a Tree Relocation and Removal Plan shall be prepared that clearly identifies the public trees to be impacted, the reasons for the proposed removals or relocations, and shall contain the following information:</p> <ul style="list-style-type: none"> • The appraised value of the tree in relation to its relocation cost • Existing utilities and other elements of the city's infrastructure • The suitability of the tree for relocation, i.e., tree age, health, root and canopy structure • The mature size of the tree • Impact the relocated tree will have on the new site • Long-term and short-term maintenance and irrigation requirements • Chances of surviving relocation 	<p>Santa Monica Public Landscape Division</p>	<p>Santa Monica Public Landscape Division</p>	<p>Prior to issuance of excavation and/or grading permits, whichever comes first; during site preparation</p>	<p>Construction plan review/ site inspection; verification of implementation</p>	



Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<ul style="list-style-type: none"> Public input obtained as part of the project's community design process Environmental benefits of the tree Aesthetic and/or cultural value <p>The final Tree Relocation and Removal Plan shall be approved by the City Council as part of their approval of final project design.</p>					
<p>CUL-1 If archaeological materials are discovered during project grading and excavation activities, all work within a 100-meter radius shall be temporarily ceased. The materials shall be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.</p>	City of Santa Monica Planning and Community Development Department	On-site contractor	Periodically during construction grading	Field inspection signoff	
<p>CUL-2 If paleontological materials are discovered during project grading and excavation activities, all work within a 100-meter radius shall be temporarily ceased. A qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. The qualified paleontologist shall prepare a report of the findings and a copy of the report shall be submitted to the Los Angeles County Natural History Museum.</p>	City of Santa Monica Planning and Community Development Department	On-site contractor	Periodically during construction grading	Field inspection signoff	
<p>GEO-1 Prior to issuance of a grading permit, the City shall contract with a California-licensed Civil Engineer</p>	City of Santa Monica Building	City of Santa Monica Building	Once prior to issuance of	Approval of Geotechnical	



Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>(Geotechnical) to prepare and submit to the Santa Monica Building and Safety Department a site specific design-level geotechnical report addressing seismic and soils hazards (including but not limited to unstable soils, expansive soils, etc.) for the proposed project. The report shall be performed in accordance with the most current Santa Monica Guidelines for Geotechnical Reports. The requirements and recommendations, as established in the Geotechnical Report project shall be implemented in the design of the project, including but not limited to measures associated with grading (site preparation, compaction, materials, utility trench backfill, shrinkage), foundation design (foundation reinforcement, lateral design, settlement), retaining wall design (including waterproofing, drainage, and backfill), temporary excavations, shoring, slab-on-grade construction, overall site drainage, stormwater disposal, design review, and construction monitoring). Permits shall not be issued for grading or construction until the Santa Monica Building and Safety Department has reviewed and approved project plans.</p>	<p>and Safety Division</p>	<p>and Safety Division</p>	<p>grading permit and Periodically during construction</p>	<p>Report and field inspection signoff</p>	
<p>CON 1 Construction Impact Mitigation Plan. The applicant shall prepare, implement, and maintain a Construction Impact Mitigation Plan which shall be designed to:</p> <ul style="list-style-type: none"> o Prevent traffic impacts on the surrounding roadway network. o Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable. o Ensure safety for both those constructing the 	<p>City of Santa Monica Public Works Department, Planning and Community Development Department, Fire Department, and Police Department</p>	<p>City of Santa Monica Public Works Department, Planning and Community Development Department, Fire Department, and Police Department</p>	<p>Once Prior to Construction and Throughout Construction</p>	<p>Preparation of a Construction Impact Mitigation Plan and appropriate signoff by the City</p>	



Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>project and the surrounding community.</p> <ul style="list-style-type: none"> o Prevent truck traffic through residential neighborhoods by establishing truck routes that utilize non-residential streets. <p>The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Public Works Department, Fire, Planning and Community Development and Police to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to building permit issuance for the project. It shall at a minimum, include the following:</p> <p>Ongoing requirements throughout the duration of construction:</p> <ul style="list-style-type: none"> o A detailed traffic control plan for work zones shall be maintained which includes, at a minimum, accurate existing and proposed: 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. Such plans must be reviewed and approved by the Transportation Management Division prior to building permit issuance and implemented in accordance with this approval. o Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM, including 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 					



Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>issuance of an after-hours construction permit.</p> <ul style="list-style-type: none"> o Streets and equipment should be cleaned in accordance with Santa Monica's established Environmental and Public Works Management (EPWM) requirements. o Trucks shall only travel on a City approved construction route. Truck queuing/staging shall not be allowed on Santa Monica Streets. Limited queuing may occur on the construction site itself. o Materials and equipment should be minimally visible to the public; the preferred location for materials is to be on-site, 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. o Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division. 					



Attachment B



City of
Santa Monica

City of Santa Monica
Fire Station No. 1
Initial Study/Mitigated Negative Declaration
Responses to Comments
Mitigation Monitoring Program

September 2012

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

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**CITY OF SANTA MONICA
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
AND NEIGHBORHOOD IMPACT STATEMENT**

1. Project title:

City of Santa Monica Fire Station #1 Land Exchange and Construction

2. Lead agency name and address:

City of Santa Monica
1685 Main Street, Room 212
Santa Monica, CA 90407

3. Contact person and phone number:

Rachel Kwok
(310) 458-8341

4. Project location:

1) 1337-45 7th Street, Santa Monica, CA 90401

This parcel addressed as 1337-45 7th Street (Assessor's Parcel Number 4291008802) is the proposed site of the new Fire Station No. 1 Building. The project site is approximately 22,500 square feet in size and is currently developed as a parking lot with 84 spaces. The project site is bound generally by a one-story dental office building and associated surface parking lot on the north, 7th Court alley on the east, a three-story office building on the south, and 7th Street on the west.

2) 1338-42 and 1321 5th Street, Santa Monica, CA 90401

This property consists of two parcels addressed as 1338-42 5th Street (Assessor's Parcel Number 4291011906) and one parcel addressed as 1321 5th Street (Assessor's Parcel Number 4291-010-901). The parcels at 1338-42 5th Street comprise a total of approximately 15,000 square feet in size and the parcel at 1321 5th Street is approximately 7,500 square feet in size.

5. Project sponsor's name and address:

City of Santa Monica
Housing and Economic Development
1901 Main Street
Santa Monica, CA 90405
Contact: Jennifer Taylor

6. General plan designation:

Downtown Core

7. Zoning:

C3

8. Description of project:

The proposed project includes the land exchange of the privately-owned property addressed at 1337-45 7th Street and the City-owned properties addressed as 1338-42 and 1321 5th Street.

1337-45 7th Street - Under the proposed project, the parcel addressed as 1337-45 7th Street would be acquired by the City and a new Fire Station No. 1 for the Santa Monica Fire Department (SMFD) would be constructed on this site.

The new Fire Station No. 1 building would be a replacement for the existing 11,362 square foot Fire Station No. 1 located at 1444 7th Street. The existing Fire Station No. 1 was built in 1955 and has surpassed its expected useful life span as a "Critical Facility." A City-commissioned structural evaluation has indicated that the existing facility is in need of seismic retrofitting, facility upgrades and building improvements required to comply with the Americans with Disabilities Act. Additional analysis has concluded that retrofitting the existing facility would not meet current and future service demands for a fire station that serves Downtown and the northwestern portion of Santa Monica. A new fire station on a larger site is necessary to support the Fire Department's operating and service needs.

The proposed project would develop a new two-story Fire Station No. 1 building for the SMFD at 1337-45 7th Street. The proposed project site is located approximately 530 feet north (0.1 mile) of the existing station. The proposed project would develop a new fire station to provide additional space for expanded staff and equipment as well as improved amenities for the SMFD and the public. SMFD staffing is anticipated to increase from 14 per shift (per 24-hour shift) at the existing fire station to up to 24 per shift (per 24-hour or 48-hour shift) at the new fire station.

The new fire station building to be developed would comprise a total of 25,000 square feet of space and would include office areas, a kitchen, conference rooms, dorm rooms, shop rooms, watch rooms, sew shop, clothing room, day room, the turn-out closets (where fire fighter's uniforms are stored), utility closet, storage space, exercise room, locker rooms, restrooms, and a sports court. The new fire station would provide up to 6 apparatus bays with up to 4 being pull through.

The new building would have a maximum height of approximately 37 feet and a floor area ratio (FAR) of 1.11. The proposed project would be constructed to achieve at minimum LEED Silver certification.

Parking for SMFD staff's personal vehicles would be provided within a subterranean parking to the garage would be provided from 7th Court.

In addition, the new fire station would include an aboveground fuel storage tank and gas pump, oxygen tanks, drums of engine oil, and an emergency generator.

Construction of the proposed project would take approximately 2 years (2 months for demolition, 4 months for site grading, and 18 months for building construction). Construction is anticipated to begin within 6 months of City approval. Based on the area for the subterranean parking (22,500 square feet) and depth of excavation (25 feet), approximately 21,000 cubic yards of export is estimated. There are currently no plans to demolish, improve, or alter the existing Fire Station No. 1 building.

Upon completion of the new fire station, the existing Fire Station No. 1 building would be vacated by the SMFD. The existing Fire Station No.1 would continue to remain fully operational until construction of the new fire station is complete.

1338-42 and 1321 5th Street – Under the proposed project, the properties addressed as 1338-42 and 1321 5th Street would be acquired by the private seller. Currently, there are no development plans for these properties. Per CEQA Section 15384, it would be too speculative to predict or analyze future development that could occur on these properties. In addition, future development that would occur would be subject to its own CEQA review. Therefore, this IS/MND focuses on the potential physical environmental impacts that would occur with the acquisition of 1337-45 7th Street and subsequent construction of a new Fire Station No. 1 building.

9. Surrounding land uses and setting:

The proposed project site (1337-45 7th Street) lies within the eastern portion of the City's Downtown district. The surrounding area is primarily mixed-use in nature with a mix of retail, restaurant, office, residential, and institutional uses.

- North - Immediately to the north bordering the project site is a one-story office building; one to three-story office buildings are located further north and northeast of the project site.
- East - East of the project site across 7th Court is a one-story fast food restaurant with surface parking; a gas station is located to the southeast at the corner of Lincoln Boulevard and Santa Monica Boulevard.
- South - Immediately to the south bordering the project site is a three-story office building at the northeast corner of 7th and Santa Monica Boulevard; one-story commercial buildings (that include a dry cleaners, retail shops, restaurants) are located further south fronting Santa Monica Boulevard.
- West - West of the project site across 7th Street is the three-story Main Branch of the Santa Monica Public Library and surface parking lot; to the northwest of the project site across 7th Street is a five-story Verizon utility building that functions in part as a switching station with offices.

Local vehicular access to the project site is provided by 7th Street and 7th Court alley. Regional access to the project site is provided by the I-10 Freeway which is located less than 0.25 mile south of the project site.

10. Public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- Santa Monica City Council (Adoption of a MND and Mitigation Monitoring Program)
- City of Santa Monica Architectural Review Board (Architectural Design Review)
- City of Santa Monica City Council (Project Approval)

FIGURE 1 – VICINITY MAP

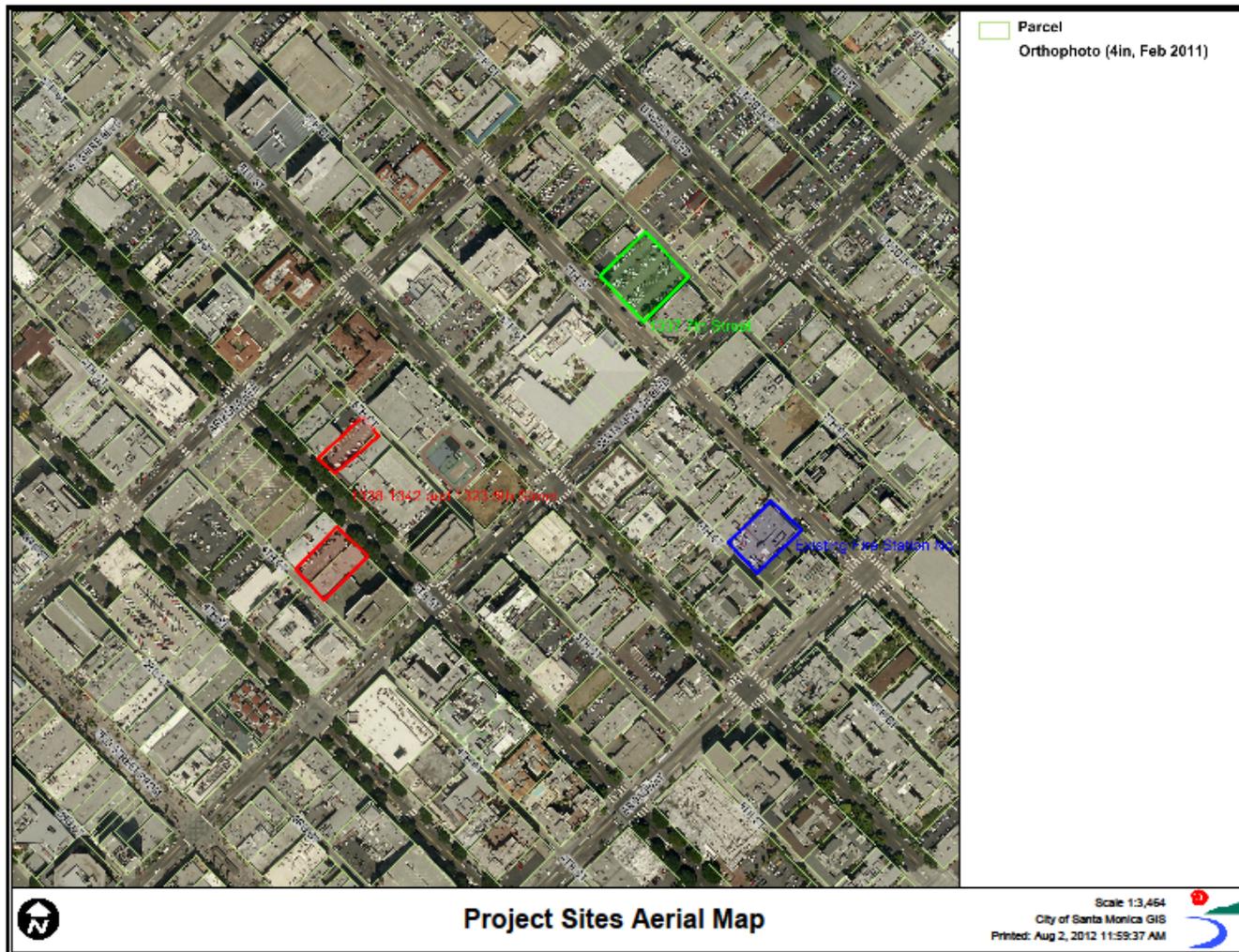


FIGURE 2 – EXISTING SITE PHOTOS



Existing project site looking east with view of fast-food restaurant across 7th Court in the rear



Existing project site looking northeast with view of adjacent one-story dental office to the north

FIGURE 3 – SURROUNDING LAND USES



(above) View of three-story office building to the north of the project site at 7th Street and Santa Monica Boulevard



(above) View of one-story commercial uses along at 7th and Santa Monica Blvd.



(above) View of Santa Monica Main Library across 7th Street



(above) View of one-story fast food restaurant across 7th Court

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Construction Effects	<input type="checkbox"/>	Cultural Resources
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Neighborhood Effects	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Shadows
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Francie Stefan
Planning Manager

Date

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** A scenic vista is typically defined as a public view of highly valued visual and scenic resources such as the ocean and distant mountain ranges, particularly from public vantage points. Scenic resources visible from vantage points in the project area include the Santa Monica Mountains to the north; historic buildings located throughout the Downtown area; and the Pacific Ocean, the coastline, and Palisades Park to the west.

The topography of the project site and vicinity is generally flat. Development proximate to the project site is generally mid-rise and includes predominantly mixed commercial and residential uses. Due to the built-out urban nature of the area and flat topography, views of these scenic resources are generally limited to the immediate vicinity of the resource and channelized views along streets.

Views in all directions from within the project site are generally limited to the urban streetscape in the immediate project vicinity (i.e., buildings, roadways/sidewalks, trees, billboards). Scenic views, including ocean and mountain views, are not available on or through the project site. Therefore, the project's development of a two-story building would not block existing scenic vistas. The proposed project would not have an adverse effect on a scenic vista. Impacts associated with scenic vistas would not occur.

- b) **No Impact.** The project site is not located adjacent to an officially designated state scenic highway. Currently, there are no scenic highways officially designated by the State of California within the City of Santa Monica. The Pacific Coast Highway (PCH/SR-1/Lincoln Boulevard), located approximately 180 feet east of the project site, is eligible for State scenic highway designation but it is not currently designated as scenic by the State or

County of Los Angeles.¹ While portions of the project site are visible from Lincoln Boulevard, the proposed project would not be a significant visual deviation from the existing urban development that is visible from Lincoln Boulevard.

Additionally, the City of Santa Monica's Scenic Corridors General Plan Element or the City's Local Coastal Program (LCP) Land Use Plan (LUP) does not designate 7th Street or Lincoln Boulevard as scenic corridors.² In addition, the project site is currently developed as existing surface parking. No desirable vegetation, valued natural features (i.e., rock outcroppings), historic buildings, or other scenic resources exist within the project site. As such, development of the proposed project would not damage scenic resources and impacts on scenic resources would not occur.

- c) **Less Than Significant Impact.** The project site is currently developed with surface parking with minimal landscaping. The visual quality of the project site is considered low. There are no buildings on the site and the existing surface parking offers little visual quality. The proposed project would alter the visual character of the project site by demolishing the existing surface parking and constructing a new two story fire station building. The new building would comprise approximately 25,000 square feet of building area and would be approximately 37 feet in height. The proposed project would be consistent in height and scale to the existing surrounding uses. Specifically, the project area includes a mix of predominantly one to five story buildings. As such, the proposed project's two story building would not contrast with existing development. (Please see Section XI(a) Land Use for a discussion of the proposed project's height consistency with the LUCE and FAR).

While specific details and design elements of the new fire station have yet to be determined, it is anticipated that the new station would be designed to improve the visual character of the project site and area since the project would be subject to design review and approval by the Architectural Review Board (ARB). As required by the ARB, the proposed project would be required to meet the City's standards regarding site design and architecture. As stated, the mission of the Architectural Review Board is to "*preserve existing areas of natural beauty, cultural importance and 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.*" The design review process would ensure that the project would not degrade the visual character or quality of the area. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant.

- d) **Less Than Significant Impact.** The project site is located in an urbanized area of the City where ambient nighttime lighting levels are medium to medium high. The project site is currently illuminated by pole mounted lights. Existing off-site light sources include interior and exterior lighting from nearby commercial and residential uses, pole-mounted street lights along nearby streets including 7th Street and Lincoln Boulevard, as well as light generated by vehicular traffic traveling on these streets. There are no light sensitive uses in close proximity to the project site. The nearest light sensitive uses are residential uses that are

¹ California Department of Transportation; State Scenic Highways; <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>; accessed July 2, 2012.

² Santa Monica Local Coastal Program, Map 13, Scenic and Visual Resources Map.

located more than 200 feet to the south across Santa Monica Boulevard at the southwest corner of 7th Street/Santa Monica Boulevard.

The proposed project would introduce new building lighting as well as exterior lighting on the project site that would incrementally increase nighttime lighting levels. Project lighting would not be significant given the existing medium to medium-high ambient nighttime lighting levels in the downtown area. Lighting levels would not be substantial enough to affect the residential uses which are located approximately 200 feet to the south. In addition, in accordance with Section 9.04.10.02.270 of the Santa Monica Municipal Code (SMMC), all outdoor lighting associated with commercial uses would be shielded and directed away from surrounding residential uses. Such lighting would not exceed 0.5 footcandles of illumination beyond the project site. Therefore, the proposed project's lighting would not substantially affect nighttime views nor substantially illuminate light-sensitive uses. Therefore, impacts associated with light would be less than significant.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. To address the potential impacts associated with glare, the proposed project would be required to comply with SMMC Section 9.04.10.02.070 (Reflective Materials), which requires that no more than 25 percent of the surface area of any façade on any new building contain black or mirrored glass or other mirror-like material that is highly reflective, and that materials for roofing be of a non-reflective nature. Additionally, the proposed project would be required to comply with SMMC Section 9.04.10.02.280 (Glare), which requires that direct glare not be visible beyond the boundaries of the property. To ensure compliance with the SMMC, the proposed project would be subject to design review by the city's Architectural Review Board. Therefore, impacts associated with glare would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project site is located in an urbanized area and is completely developed with surface parking. No agricultural uses occur on the site. Furthermore, the California Division of Land Resources Protection has not designated this area as Prime Farmland,

Unique Farmland, or Farmland of Statewide Importance.³ No such designated farmland exists within the City. Therefore, the proposed project would not convert farmland to non-agricultural use. No impacts would occur.

- b) **No Impact.** The project site is completely developed with surface parking and zoned C3. The project site is not zoned for agricultural uses nor do agricultural uses occur on the project site. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the project site is not covered by a Williamson Act contract. Therefore, the proposed project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur.
- c) **No Impact.** The project site is completely developed with surface parking. No forest land occurs on the project site or surrounding area. Therefore, the proposed project would not conflict with existing zoning for or cause rezoning of forest land. No impacts would occur.
- d) **No Impact.** The project site is completely developed with surface parking. Surrounding land uses consists predominantly of commercial and residential uses. As previously described, no forest land occurs on the project site or surrounding area. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur.
- e) **No Impact.** The project site is completely developed with surface parking. Surrounding land uses consists predominantly of commercial and residential uses. No farmland or forest land occurs on the project site or in the surrounding area. Therefore, the proposed 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.

³ California Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Map*; online at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/los08.pdf>; 2008.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The project site is located within the South Coast Air Basin (SCAB), which is regulated by the South Coast Air Quality Management District (SCAQMD). Pursuant to the Clean Air Act, SCAQMD has prepared the 2007 Air Quality Management Plan (AQMP) to reduce emissions of criteria pollutants in the SCAB. The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards.

The SCAQMD has adopted criteria for determining consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook. These include: (1) identifying whether a project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations and (2) identifying whether a project would exceed the assumptions utilized in preparing the AQMP. Under the second criterion, a significant impact would occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

According to the CEQA Air Quality Handbook, the consistency criteria for the first criterion pertain to pollutant concentrations rather than to total regional emissions. As such, an analysis of the pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency with the first criterion. As analyzed in Section III(c), project construction and operation would not exceed localized significance thresholds.

Therefore, the proposed project meets the first criterion for determining project consistency with the 2007 AQMP.

With regard to the second criterion, projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Since SCAG's regional growth forecasts are based upon, among other things, land uses designated in City general plans, a project that is consistent with the land use designated in a City's general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections. As discussed in Section XV(a), Population and Housing, the proposed project is a the new construction of a replacement fire station to serve existing and forecasted population in the City of Santa Monica. The proposed project would not generate significant permanent population growth that would exceed regional growth forecasts. Therefore, the proposed project would not exceed the growth assumptions of the AQMP and meets the second criterion of determining consistency with the AQMP. Impacts would be less than significant.

- b) **Less Than Significant Impact.** As indicated above, the project site is located within the South Coast Air Basin, which is in non-attainment for several of the criteria air pollutants. The proposed project would contribute to local and regional air pollutant emissions during construction (short-term) and operation (long-term). However, based on the following analysis, construction and operation of the proposed project would not exceed SCAQMD significance thresholds for criteria air pollutant emissions and thus, impacts would be less than significant.

Construction

Construction of the proposed project would have the potential to create air quality impacts due to constructed-related emissions from grading/demolition activities; operation of construction equipment/trucks; and construction worker vehicle trips.

The SCAQMD establishes the following construction regional (mass daily) thresholds for the criteria air pollutants:

- 75 pounds per day ROG
- 100 pounds per day NO_x
- 550 pounds per day CO
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

Project construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Construction-related daily emissions associated with the proposed project were calculated using CALFEEMOD, an air quality emissions model developed by the California Air Resources Board (CARB). [*Model results are provided in Appendix A*]. A summary of the maximum daily emissions by construction phase along with the regional significance thresholds for each air pollutant are presented in Table 2. As shown therein, maximum daily construction-related emissions would not exceed the regional thresholds for any of the criteria air pollutants.

In addition, local significance thresholds (LSTs) were devised in response to public concern regarding exposure of individuals to criteria pollutants in local communities. The LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor, etc. LSTs are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. As presented in Table 2, construction-related maximum daily emissions would not exceed LSTs.

Based on the above, construction of the proposed project would result in less than significant impacts related to air quality.

**TABLE 2
ESTIMATED MAXIMUM UNMITIGATED CONSTRUCTION EMISSIONS (LBS/DAY)**

	Unmitigated Emissions (lbs/day) ^a					
	VOC	NO _x	SO _x	CO	PM ₁₀	PM _{2.5}
Demolition – 1week (2013)						
On-Site	2.00	13.95	0.02	9.51	1.04	1.04
Off-Site	0.06	0.06	0.00	0.64	0.13	0.01
Total	2.06	14.91	0.02	10.15	1.17	1.05
Site Preparation – 2 months (2013)						
On-Site	1.72	12.58	0.01	8.68	0.92	0.81
Off-Site	0.03	0.03	0.00	0.32	0.07	0.00
Total	1.75	12.61	0.01	9.00	0.99	0.81
Grading – 1 week (2013)						
On-Site	2.00	13.91	0.02	9.51	1.83	1.46
Off-Site	1.64	16.56	0.02	9.58	62.01	0.69
Total	3.64	30.47	0.04	19.09	63.84	2.15
Building Construction – 18 months (2014)						
On-Site	2.02	15.03	0.02	10.68	0.92	0.92
Off-Site	0.09	0.64	0.00	0.84	0.17	0.02
Total	2.11	15.67	0.02	11.52	1.09	0.94
Paving – 1 week (2014)						

On-Site	2.18	13.77	0.02	9.69	1.10	1.10
Off-Site	0.09	0.09	0.00	1.07	0.24	0.01
Total	2.27	13.86	0.02	10.76	1.34	1.11
Architectural Coating – 4 weeks (2014)						
On-Site	34.50	2.77	0.00	1.92	0.24	0.24
Off-Site	0.01	0.01	0.00	0.12	0.03	0.00
Total	34.51	2.78	0.00	2.04	0.27	0.24
Maximum Daily Emissions (highest of the phases)	34.51	30.47	0.04	19.09	63.84	2.15
<i>SCAQMD Regional Thresholds</i>	75	100	150	550	150	55
Threshold Exceeded?	No	No	No	No	No	No
<i>Localized Significant Thresholds^b(LSTs)</i>	-	103	562	-	4	3
Threshold Exceeded?	No	No	No	No	No	No
<i>Source: CalEEMod Summer Emissions output (see Appendix A for data sheets).</i>						
<i>^a Maximum daily emissions based on highest of the construction phase from construction year 2013 through 2014.</i>						
<i>^b LSTs are for a 1-acre project in SRA-2 within a distance of 25 meters from the site boundary</i>						

Operation

The SCAQMD has established separate significance thresholds to evaluate potential impacts associated with the incremental increase in criteria air pollutants associated with project operation:

- 55 pounds per day ROG
- 55 pounds per day NOx
- 550 pounds per day CO
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5

Project operation could potentially increase mobile source (i.e., vehicle trips) emissions as well as emissions generated by area sources (e.g., natural gas combustion, landscape fuel combustion, consumer products, and architectural coatings).

Due to the operating nature of fire stations as emergency responders, it is not possible to predict their daily trip generation (or when trips would be generated throughout a day). Only the commute trips by fire station staff are predictable. As previously stated in the Project Description, SMFD staffing is anticipated to increase from 14 per shift (per 24-hour shift) at the existing fire station to up to 24 per shift (per 24-hour or 48-hour shift) at the new fire station. As analyzed in Section XIX(a) Transportation/Traffic, conservatively assuming that the net increase of 10 personnel per 24 hour shift would drive alone to the new fire station, the proposed project could result in a net daily increase of 10 inbound and 10 outbound

trips. Additionally, the proposed project would result in an increase in the consumption of fossil fuels for comfort heating and the generation of electricity for cooling, lighting, and power needs. The number of emergency generators would not increase from existing conditions. Operational emissions related to the fire station personnel vehicle trips and stationary sources were estimated using CALFEEMOD (see Appendix A). The results of the detailed emissions calculations are provided in Table 3. As indicated therein, the proposed project would not result in criteria pollutant emissions that would exceed the SCAQMD daily regional significance thresholds.

**TABLE 3
ESTIMATED MAXIMUM UNMITIGATED OPERATIONAL EMISSIONS (LBS/DAY)**

	Unmitigated Emissions (lbs/day)					
	VOC	NO _x	SO _x	CO	PM ₁₀	PM _{2.5}
Area	0.65	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.06	0.00	0.05	0.00	0.00
Mobile	0.14	0.33	0.00	1.41	0.30	0.02
Total Emissions	0.80	0.39	1.46	0.00	0.30	0.02
<i>SCAQMD Regional Thresholds</i>	55	55	150	550	150	55
Threshold Exceeded?	No	No	No	No	No	No

Localized air quality impacts could occur as a result of carbon monoxide (CO) hotspots. Vehicle exhaust is the primary source of CO in urban settings. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increase. The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when a project causes an intersection to go from a Level of Service (LOS) of C to a LOS of D or worse and when the volume to capacity (V/C) ratio increases by 2 percent or more for intersections rated D or worse. As identified in Section XIX Transportation/Traffic, fire station personnel would work a 24 hour shift or 48 hour shift beginning at 7:00 AM and ending at 7:00 PM, prior to the AM and PM peak hours. Therefore, trips associated with fire station personnel would not have an impact on the LOS of existing intersections during peak hours. Therefore, no CO hotspot impacts would occur.

Based on the above, operation of the proposed project would result in less than significant impacts related to air quality.

- c) **Less Than Significant Impact.** As the proposed project is not part of an ongoing regulatory program, the SCAQMD recommends that project specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above,

peak daily emissions of operation-related pollutants would not exceed SCAQMD regional significance thresholds.

By applying SCAQMD's cumulative air quality impact methodology, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects in the region, would occur. Therefore, the proposed project's contribution of operational emissions would be less than significant

- d) **Less Than Significant Impact.** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes or others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools (i.e. elementary, middle school, high schools); (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The closest sensitive receptors are the residential uses located more than 200 feet to the south across Santa Monica Boulevard. As described in Section III(b) above, construction and operation of the proposed project would result in a less than significant impact for both regional and localized air pollution emissions. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. As such, impacts to sensitive receptors would be less than significant.
- e) **Less Than Significant Impact.** Objectionable odors are typically associated with industrial uses such as agricultural facilities (e.g., farms and dairies), refineries, wastewater treatment facilities, and landfills. The proposed project involves the development of a fire station, which would not generate significant odors. Limited odors during project operation may occur as a result of trash areas and the use of certain cleaning agents, 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 diesel operated machinery/equipment and application of architectural coatings. However, 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, impacts with regard to odors would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project site is completely developed and is located in a highly urbanized area in the City of Santa Monica. No special status/sensitive species occur on the project site or surrounding area. Additionally, given the urbanized nature of the project area and considering that the project site has already been disturbed, the likelihood of the presence

of any sensitive or special status species is unlikely. Species expected to occur on-site would be limited to terrestrial species (such as squirrels) and birds that are commonly found in urban environments. The proposed project would not have a substantial adverse effect on any sensitive or special status species. No impacts would occur.

- b) **No Impact.** As stated previously, the project site is completely developed and located in an urbanized area within the City. No riparian habitat or other sensitive natural community exists on the project site or in the surrounding area. The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, and no impacts would occur.
- c) **No Impact.** As stated previously, the project site is completely 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 proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, and no impacts would occur.
- d) **No Impact.** As stated above, the project site is completely developed and located in an urbanized area within the City. Surrounding land uses consists predominantly of commercial and residential uses. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on or near the project site. Furthermore, due to the urbanized nature of the project area, the potential for native resident or migratory wildlife species movement to occur through the site is highly unlikely. The proposed project would not interfere with 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. No impacts would occur.
- e) **Less Than Significant Impact with Mitigation.** As stated above, the project site is completely developed and is located in a highly urbanized area in the City. No biological resources, including trees, occur on the project site. There are two public street trees (palm trees) located on the public sidewalks adjacent to the project site. Depending on the proposed project's design and location of the apparatus bays, the proposed project could require the removal and/or relocation of the two street trees on 7th Street. As such, the following mitigation measures would be required if the two street trees are to be removed or relocated:

*BIO-1 **Tree Protection Zone.** Prior to commencement of construction activities and/or the removal or planting of any tree species within the public realm, the SMFD shall coordinate with the Santa Monica Public Landscape Division to obtain the proper tree permits and delineate any applicable Tree Protection Zone areas, in compliance with the Santa Monica Tree Code and the Santa Monica Urban Forest Master Plan.*

*BIO-2 **Tree Relocation and Removal Plan.** If public trees are to be removed or relocated, a Tree Relocation and Removal Plan shall be prepared that clearly identifies the public trees to be impacted, the reasons for the proposed removals or relocations, and shall contain the following information:*

- *The appraised value of the tree in relation to its relocation cost*
- *Existing utilities and other elements of the city's infrastructure*
- *The suitability of the tree for relocation, i.e., tree age, health, root and canopy structure*

- *The mature size of the tree*
- *Impact the relocated tree will have on the new site*
- *Long-term and short-term maintenance and irrigation requirements*
- *Chances of surviving relocation*
- *Public input obtained as part of the project's community design process*
- *Environmental benefits of the tree*
- *Aesthetic and/or cultural value*

The final Tree Relocation and Removal Plan shall be approved by the City Council as part of their approval of final project design.

With implementation of the mitigation measures, the proposed project would not conflict with any local policies or ordinances protecting biological resources (including trees). Impacts would be less than significant.

- f) **No Impact.** 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, the proposed project would not conflict with the provisions of an adopted habitat conservation plan. No impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CONSTRUCTION EFFECTS. Would the project:				
a) Have considerable construction-period impacts due to the scope, or location of construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant with Mitigation.** Construction of the proposed project would result in short-term impacts related to aesthetics, air quality, greenhouse gas emissions, hazards/hazardous materials, hydrology and water quality, noise, and traffic. As analyzed in the respective sections of this IS/MND, construction impacts would be less than significant or less than significant with mitigation. Please refer to Section I - Aesthetics; Section II - Air Quality; Section VI - Cultural Resources; Section VI - Greenhouse Gas Emissions; Section IX - Hazards; Section X - Hydrology and Water Quality; Section XIV - Noise; and Section XIX - Transportation/Traffic, for a detailed analysis of construction related effects associated with the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** A historical resource is defined in Section 15064.5(a) of the CEQA Guidelines as a resource listed in or eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California. Generally, a resource is considered to be “historically significant” if it meets one of the following criteria:

- o Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- o Is associated with the lives of persons important in our past;
- o 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
- o Has yielded, or may be likely to yield, information important in prehistory or history.

In general, structures over 40 years of age are eligible for consideration as a historic resource in the City of Santa Monica.

The project site is developed with existing surface parking. No buildings exist on the project site. The proposed project would not demolish existing buildings that could be potential historic resources. In addition, currently, there are no plans to demolish, improve, or alter the existing Fire Station No. 1 building at 1444 7th Street, which is listed on the Santa Monica Historic Resources Inventory (the Inventory) – December 2010 with a historic resources code

of 5S3*.⁴ Therefore, the proposed project would not adversely affect a historical resource. No impacts would occur.

- b) **Less Than Significant with Mitigation.** The project site is located within a highly urbanized area and has been developed for a number of years. Therefore, any archaeological resources on the site would likely have already been uncovered. Nonetheless, since the proposed project would require excavation for the subterranean parking, there is a potential to uncover archaeological resources that were never previously discovered. The following mitigation measure is recommended to reduce potential impacts on archaeological resources to less than significant:

CUL-1 *If archaeological materials are discovered during project grading and excavation activities, all work within a 100-meter radius shall be temporarily ceased. The materials shall be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.*

With adherence to the above mitigation measure, impacts on archaeological resources would be reduced to less than significant levels.

- c) **Less Than Significant with Mitigation.** The project site is located within a highly urbanized area, and has been developed for a number of years.

As such, the likelihood of uncovering paleontological resources is low. Nonetheless, since the proposed project would require excavation for the subterranean parking, there is a potential to uncover significant vertebrate fossils in older Quaternary deposits during grading/excavation activities. Vertebrate fossil remains have been recovered within older Quaternary sediments within the City of Santa Monica and its surrounding areas. The following mitigation measure is recommended to reduce potential impacts on paleontological resources to less than significant:

CUL-2 *If paleontological materials are discovered during project grading and excavation activities, all work within a 100-meter radius shall be temporarily ceased. A qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. The qualified paleontologist shall prepare a report of the findings and a copy of the report shall be submitted to the Los Angeles County Natural History Museum.*

With adherence to the above mitigation measure, impacts on paleontological resources would be reduced to less than significant levels.

- d) **Less Than Significant Impact.** There is no evidence that the project site was previously used as a cemetery or other human burial grounds. Furthermore, the project site is located within a highly urbanized area and has been developed for a number of years. Therefore, any

⁴ A historic resources code of 5S3* indicates that the structure appears to be individually eligible as a Santa Monica Structure of Merit through survey evaluation.

human remains on the site would likely have already been uncovered. Nonetheless, since the proposed project would require excavation for the subterranean parking, there is a potential to uncover human remains that were never previously discovered. However, if human remains are uncovered during project grading and excavation activities, state requirements would be followed. Specifically, State Health and Safety Code Section 7050.5 enumerate specific requirements for the evaluation and treatment, in the event of an accidental discovery, of human remains. The regulations require that if human remains are found, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 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 will then contact the most likely descendant of the deceased Native American, who will then serve as consultant on how to proceed with the remains. Therefore, with adherence to regulations, impacts on human remains would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant with Mitigation.**

(i) Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake

Fault Zones, which are regulatory zones around active faults.⁵ These zones, which extend from 200 to 500 feet on each side of known active faults, identify areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. There are no Alquist-Priolo Fault Zones located within the City of Santa Monica.⁶ The City of Santa Monica, however, is crossed by the south branch and north branch of the Santa Monica Fault.⁷ The City of Santa Monica treats the Santa Monica Fault as an active fault, and as such, has designated Fault Hazard Management Zones, which extend 380 to 500 feet north of the north branch and 100 to 600 feet south of the south branch of the Santa Monica Fault.⁸ The project site is not located in these zones. As such, the potential for fault rupture to occur at the project site is low. Impacts related to fault rupture would be less than significant.

(ii) The project site is located in the seismically active region of southern California. As such, the project site would be subject to strong groundshaking in the event of an earthquake on the Santa Monica fault or any other fault in the area. Therefore, the proposed project improvements could be adversely affected by seismic groundshaking if design measures to the project site and proposed project are not implemented. Adherence to the seismic safety design standards established through the SMMC and SMBC (which adopts CBC standards by reference with local amendments) would ensure the maximum practicable seismic protection for the proposed project. Notwithstanding, Mitigation Measure GEO-1 is required to ensure that site-specific geotechnical design considerations are incorporated to reduce potential seismic hazards to a less-than-significant level.

GEO-1 *Prior to issuance of a grading permit, the City shall contract with a California-licensed Civil Engineer (Geotechnical) to prepare and submit to the Santa Monica Building and Safety Department a site specific design-level geotechnical report addressing seismic and soils hazards (including but not limited to unstable soils, expansive soils, etc.) for the proposed project. The report shall be performed in accordance with the most current Santa Monica Guidelines for Geotechnical Reports. The requirements and recommendations, as established in the Geotechnical Report project shall be implemented in the design of the project, including but not limited to measures associated with grading (site preparation, compaction, materials, utility trench backfill, shrinkage), foundation design (foundation reinforcement, lateral design, settlement), retaining wall design (including waterproofing, drainage, and backfill), temporary excavations, shoring, slab-on-grade construction, overall site drainage, stormwater disposal, design review, and construction monitoring). Permits shall not be issued for grading or construction until the Santa Monica Building and Safety Department has reviewed and approved project plans.*

(iii) Liquefaction is a form of earthquake induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction potential is greatest where

⁵ Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years.

⁶ California Geological Survey, Beverly Hills Quadrangle – Alquist-Priolo Fault Zones; online at <http://gmw.consrv.ca.gov/shmp/download/ap/pdf/BEVHILLS.PDF>; accessed May 3, 2011.

⁷ City of Santa Monica, Online Property Information System; online at <http://gismap.santa-monica.org/imf/imf.jsp?site=property>; accessed May 3, 2011.

⁸ City of Santa Monica, Geologic Hazards Map; online at <http://gismap.santa-monica.org/GISMaps/pdf/geohaz.pdf>; accessed June 28, 2012.

the groundwater level is shallow, and where submerged loose, fine sands occur. The project site is not mapped by the City as being located in a Liquefaction Risk Area⁹ nor is the site designated by the CGS as a Liquefaction Hazard Zone.¹⁰ As such, the potential for liquefaction to occur at the project site is unlikely, and impacts related to liquefaction would be less than significant.

(iv) Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low shear strength, and increased water pressure. The project site and surrounding area is characterized by a relatively flat topography. Thus, the potential for landslides to occur at the project site is very low. Additionally, the project site is not mapped by the City as being located in a Landslide Risk Area¹¹ or mapped by the CGS as an Earthquake-Induced Landslide Area.¹² Therefore, no impacts related to landslides would occur.

- b) **Less Than Significant Impact.** As discussed further in Section X, Hydrology and Water Quality, in accordance with the City's Urban Runoff Pollution Ordinance, Best Management Practices (BMPs) would be implemented during project construction to minimize erosion and stormwater runoff. In addition, an Urban Runoff Mitigation Plan would be in place throughout the operational life of the proposed project to reduce erosion or siltation effects. As such, construction and operation of the proposed project would not result in substantial erosion or siltation. Impacts would be less than significant.
- c) **Less Than Significant Impact with Mitigation.** The soils underlying the project site consists of Hanford Soils, which tend to be sandy loams and loamy sands on alluvial fans and plains.¹³ Potential impacts related to unstable soils could arise if project design did not consider the specific nature of the underlying soils. In addition, excavation for the subterranean parking could result in unstable soils for the proposed new fire station. Therefore, mitigation measure **GEO-1** is required to reduce impacts to less than significant.
- d) **Less Than Significant Impact with Mitigation.** The soils underlying the project site consists of Hanford Soils, which tend to be sandy loams and loamy sands on alluvial fans and plains. These soils are well drained and have low potential for expansion and erosion. Potential impacts related to expansive soils could arise if project design did not consider the specific nature of the underlying soils. With incorporation of the mitigation measure above (GEO-1), impacts related to expansive soils would be reduced to less than significant.
- e) **No Impact.** The project site is located in the City of Santa Monica, which is entirely supported by existing wastewater infrastructure. Alternative wastewater disposal systems would not be necessary to support the new fire station. The new fire station would connect to existing wastewater infrastructure. Therefore, no impacts related to soils supporting septic tanks or alternative wastewater disposal systems would occur.

⁹ Ibid.

¹⁰ California Geological Survey, Beverly Hills Quadrangle – Seismic Hazards Map; online at http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_bevh.pdf; accessed June 28, 2012

¹¹ City of Santa Monica, Online Property Information System; online at <http://gismap.santa-monica.org/imf/imf.jsp?site=property>; accessed July 2, 2012.

¹² Ibid.

¹³ City of Santa Monica Land Use and Circulation Element, Final Environmental Impact Report, April 2010; online at http://www.shapethefuture2025.net/PDF/eir/luce_feir_1.pdf; accessed July 6, 2012.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a and b) **Less Than Significant Impact.** Greenhouse gases (GHGs) are gases that trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Not all GHGs exhibit the same ability to induce climate change; CO₂ is the primary driver of global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO₂, denoted as CO₂e. Most of the CO₂e produced in California is associated with transportation. Electricity generation is the second largest source.

In response to concern regarding GHGs and global climate change, the State passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of 2006. AB 32 mandated a reduction in the State's greenhouse gas levels. In addition, SB375 passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans that reduce vehicle miles travelled.

The City of Santa Monica has also adopted the Sustainable City Plan (SCP) which includes targets of reducing greenhouse gas emissions by at least 30 percent below 1990 levels by 2015 for City government operations and 15 percent below 1990 levels by 2015 Citywide. In 1990, GHG emissions for the City were 924,293 metric tons of CO₂e. In 2007 (the most recent inventory), GHG emissions for the City were 941,625 metric tons of CO₂e. Therefore, the 2015 Citywide target is 785,649 metric tons CO₂e by 2015 (a 15 percent reduction from 1990 levels or a reduction of 16.6 percent below the 2007 inventory of CO₂e).

In addition, the City's LUCE links new development and urban character and form with a shift in transportation to reduce GHG emissions in accordance with the SCP. The LUCE goals and policies align with State regulations and policies for GHG reductions. In addition, the LUCE is intended to achieve the GHG reduction targets reflected in the SCP.

Neither the SCAQMD nor the CEQA Guidelines have established numeric or qualitative thresholds of significance for greenhouse gas emissions. The CEQA Guideline Amendments, adopted in December 2010, state that each local lead agency must develop its own

significance criteria based on local conditions, data, and guidance from public agencies and other sources.

The information provided in this section is based on recently established California goals for reducing GHG emissions, as well as a project specific emissions inventory developed for the proposed project. How a proposed project might contribute to GCC and the overall effect of an individual project based on that contribution are still being debated. As previously discussed, no statewide thresholds or methodologies for determining the significance of a project's potential cumulative contribution to GCC have been adopted to date. An individual project (unless it is a massive construction project, such as a dam or a new freeway project, or a large fossil fuel fired power plant) does not generate sufficient GHG emissions to directly influence GCC; therefore, the issue of global climate change typically involves an analysis of whether a project's contribution towards a cumulative impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The significance threshold utilized for the City of Santa Monica is based on the methodologies recommended by the California Air Pollution Control Officers Association (CAPCOA), CEQA, and the Climate Change white paper (January 2008). CAPCOA conducted an analysis of various approaches and significance thresholds, ranging from a zero threshold (all projects are cumulatively considerable) to a high of 40,000 to 50,000 metric tons (MT) of CO₂.

An approach assuming a zero threshold and compliance with AB 32 2020 targets would require all discretionary projects to achieve a 33 percent reduction from projected BAU emissions to be considered less than significant. A zero threshold approach could be considered on the basis that climate change is a global phenomenon, and not controlling small source emissions would potentially neglect a major portion of the GHG inventory. However, the CEQA Guidelines also recognize that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact (CEQA Guidelines, Section 15130(a)). Therefore, a threshold of greater than zero is considered more appropriate for the analysis of GHG emissions under CEQA.

Another method would use a quantitative threshold of greater than 900 MT CO₂e per year based on a market capture approach that requires mitigation for greater than 90 percent of likely future discretionary development. This threshold would generally correspond to office projects of approximately 35,000 sf, retail projects of approximately 11,000 sf, or supermarket space of approximately 6,300 sf.

Another potential threshold would be the 10,000 MT standard used by the Market Advisory Committee for inclusion in a GHG Cap and Trade System in California. A 10,000 MT significance threshold would correspond to the GHG emissions of approximately 550 residential units, 400,000 sf of office space, 120,000 sf of retail, and 70,000 sf of supermarket space. This threshold would capture roughly half of new residential or commercial development.

The basic concepts for the various approaches suggested by CAPCOA are used herein to determine whether or not the proposed project's GHG emissions are "cumulatively considerable." development on sites at the periphery of metropolitan areas, also known as "greenfield" sites, where there would be an increase in vehicle miles traveled (VMT) and associated GHG emissions than to infill development, which would generally reduce regional VMT and associated emissions. As the City of Santa Monica is generally built out, most commercial development within the City is infill or redevelopment and would be expected to

generally reduce VMT and reliance on the drive-alone automobile use as compared to further suburban growth at the periphery of the region. A reduction in vehicle use and VMT can result in a reduction in fuel consumption and in air pollutant emissions, including GHG emissions. Recent research indicates that infill development reduces VMT and associated air pollutant emissions, as compared to greenfield sites. For example, a 1999 simulation study conducted for the USEPA, comparing infill development to greenfield development, found that infill development results in substantially fewer VMT per capita (39 percent compared to 52 percent) and generates fewer emissions of most air pollutants and GHGs. For this reason, the most conservative (i.e., lowest) thresholds, suggested by CAPCOA, would not be appropriate for the proposed project given that it is located in a community that is highly urbanized. Similarly, the 900-ton threshold was also determined to be too conservative for general development in the South Coast Air Basin. Thus, a project's contribution to cumulative impacts to global climate change is considered cumulatively considerable if the proposed project would generate 10,000 MT CO₂e. Consequently, the threshold of 10,000 MT CO₂e is used as a quantitative benchmark for significance.

In addition, qualitative consideration is given to the project's consistency with GHG emissions reduction strategies and policies. In particular, the Climate Action Team produced the CAT Report, which contains greenhouse gas reduction strategies that California agencies can implement. The CAT published a public review draft of Proposed Early Actions to Mitigate Climate Change in California. Most of the strategies were in the 2006 CAT Report or are similar to the 2006 CAT strategies. In addition, the Attorney General and CAPCOA includes policies aimed at reducing GHG emissions. At the local level, the City of Santa Monica's GHG policies are contained in the Sustainable City Plan and LUCE.

As indicated below, based on the above criteria, the proposed project would result in GHG emissions but such emissions would not be cumulatively considerable.

Construction

Construction of the proposed project would generate temporary greenhouse gas emissions from operation of construction equipment/trucks as well as construction worker vehicles. It is estimated that approximately 21,000 cubic yards of export would be required for the proposed project. Based on the maximum daily CO₂ emissions generated by construction of the proposed project (see Appendix A for greenhouse gas emissions modeling results), construction of the proposed project would generate an estimated 583 tons of CO₂e over the 2 year construction period. Amortized over a 30 year period (operational life of the project as recommended by SCAQMD), this would equate to 19 tons of CO₂e per year. Unlike the operational emissions that would occur over the life of the project, construction emissions would be temporary and short term.

Operation

Project operation would result greenhouse gas emissions on a long term basis as a result of GHG emissions coming from vehicle traffic, as well as the on-site consumption of natural gas/electricity. However, the proposed project would be designed to achieve at minimum LEED Silver certification. Table 4 shows the estimated operational emissions of GHGs from the proposed development. As shown therein, operation of the proposed would generate 212.23 metric tons of CO₂e per year. The proposed project's GHG emissions of 212.23 metric tons CO₂e/year would not exceed the City's threshold of 10,000 metric tons of CO₂e/year. It should be noted that the existing fire station currently generate greenhouse gas emissions, and as such, the estimated 212.23 metric tons of CO₂e per year does not represent net new emissions.

In addition, as shown in Table 5, the proposed project would be consistent with the greenhouse gas strategies and policies established by the Climate Action Team (CAT), Attorney General, and CAPCOA. Furthermore, the proposed project is consistent with the City's LUCE and Sustainable City Plan as it would be constructed to achieve a LEED Silver Certification.

Thus, because the project would result in total GHG emissions less than the 10,000 metric ton threshold recommended by the CAPCOA and is consistent with applicable GHG goals, the project is not considered to have a significant impact on a cumulative level.

**TABLE 4
ESTIMATED PROJECT OPERATION
GREENHOUSE GAS EMISSIONS (ANNUAL CO₂E METRIC TONS)**

	Annual CO ₂ E
Area	0.00
Energy	127.17
Mobile	41.25
Waste	10.58
Water	33.23
Total	212.23
See Appendix A for modeling results	

**TABLE 5
PROJECT CONSISTENCY WITH GREENHOUSE GAS PLANS AND REGULATIONS**

GHG Strategy/Policy	Consistency
California Air Resources Board	
<p>Vehicle Climate Change Standards: AB 1493 required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the CARB in September 2004.</p>	<p>Not Applicable. These are CARB enforced standards for vehicle manufacturing. Therefore, this strategy is not applicable to the project.</p>
<p>Diesel Anti-Idling: The CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.</p>	<p>Consistent: Current State law restricts diesel truck idling to five minutes or less. Diesel trucks that travel to and from the project site would be subject to this State-wide law. Construction vehicles would also subject to this regulation.</p>
<p>Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.</p>	<p>Not Applicable: This strategy applies to the sale, manufacturing, and regulation of consumer products. Therefore, this strategy is not applicable to the project.</p>
<p>Alternative Fuels: Biodiesel Blends: CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.</p>	<p>Not Applicable: These are CARB strategies for regulating the use of alternative fuels and increasing heavy duty vehicle efficiency. Therefore, this strategy is not applicable to the project.</p>
<p>Alternative Fuels: Ethanol: Increased use of E-85 fuel.</p>	
<p>Heavy-Duty Vehicle Emission Reduction Measures: Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.</p>	
<p>Achieve 50 Percent Statewide Recycling Goal: Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills.</p>	<p>Consistent: The proposed project would include on-site recycling containers to support the statewide recycling goal. In addition, the proposed project would comply with Section 8.108.010 Subpart C of the Santa Monica Municipal Code, which requires that demolition and/or construction projects over 1000 square feet divert at least 65 percent of construction and demolition material from landfills. See above.</p>
<p>Zero Waste – High Recycling: Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.</p>	
Department of Forestry	

<p>Urban Forestry: A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent: Although detailed site plans have not been developed yet, it is anticipated that the proposed project would include the planting of new trees on the project site and along the adjacent public right of ways.</p>
<p>Department of Water Resources</p>	
<p>Water Use Efficiency: Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.</p> <p>Use both potable and non-potable water to maximum extent practicable; low flow appliances (i.e., toilets, dishwashers, showerheads, washing machines, etc); automatic shut off valves for sinks in restrooms; drought resistant landscaping; Place "Save Water" signs near water faucets.</p>	<p>Consistent: The proposed project would be USGBC LEED Silver certified at minimum. The proposed project would be required to comply with all pre-requisites in the five primary categories of Sustainable Sites, including water efficiency. As part of the LEED Silver Certification, the proposed project would be required to include low flow appliances. In addition, the proposed project's landscaping would be required to comply with the City's Water-Efficient Landscape and Irrigation Standards. Landscaping may include drought resistant plant species.</p>
<p>Energy Commission (CEC)</p>	
<p>Building Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Not Applicable: This strategy is aimed at the California Energy Commission to adopt energy efficiency standards. Nonetheless, it should be noted that the proposed project intends to achieve LEED Silver certification under the USGBC, and therefore would be energy efficient. Furthermore, the project will comply with the City's Green Building Ordinance, which requires that the project exceed Title 24 standards.</p>
<p>Building Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Not Applicable: This strategy is aimed at manufacturers and sellers of appliances. Therefore, this strategy is not applicable to the project.</p>
<p>Appliance Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>Not Applicable: This strategy is aimed at manufacturers and sellers of tires. Therefore, this strategy is not applicable to the project.</p>
<p>Fuel-Efficient Replacement Tires & Inflation Programs: State legislation established a statewide program to encourage the production and use of more efficient tires.</p>	<p>Not Applicable: This strategy is aimed at manufacturers and sellers of tires. Therefore, this strategy is not applicable to the project.</p>
<p>Municipal Utility Energy Efficiency Programs/Demand Response: Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.</p>	<p>Not Applicable: These strategies are aimed at energy companies/agencies that buy and sell energy. Therefore, this strategy is not applicable to the project.</p>
<p>Municipal Utility Renewable Portfolio Standard: California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.</p>	<p>Not Applicable: These strategies are aimed at energy companies/agencies that buy and sell energy. Therefore, this strategy is not applicable to the project.</p>
<p>Municipal Utility Combined Heat and Power: Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.</p>	<p>Not Applicable: These strategies are aimed at energy companies/agencies that buy and sell energy. Therefore, this strategy is not applicable to the project.</p>

<p>Alternative Fuels: Non-Petroleum Fuels: Increasing the use of non-petroleum fuels in California’s transportation sector, as recommended as recommended in the CEC’s 2003 and 2005 Integrated Energy Policy Reports.</p>	<p>Not Applicable: These strategies are aimed at the transportation sector. Therefore, this strategy is not applicable to the project.</p>
<p>Alternative Fuels: General: The project shall include the necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations.</p>	<p>Consistent: The City of Santa Monica has existing infrastructure that encourage the use of alternative fuel vehicles. These include electric vehicle charging facilities at some of the parking facilities in Downtown as well as a natural gas station at 5th Street and Olympic Boulevard. SMFD vehicles have and would continue to have access to such infrastructure and facilities.</p>
<p>Business, Transportation, and Housing</p>	
<p>Smart Land Use and Intelligent Transportation Systems (ITS): Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p>	<p>Not Applicable: The proposed project consists of the construction of a replacement fire station. This goal is applicable to new mixed-use development and therefore, is not applicable to the project.</p>
<p>State and Consumer Service Agency (Department of General Services)</p>	
<p>Green Buildings Initiative: Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>	<p>Consistent: The proposed project intends to achieve Leadership in Energy and Environmental Design (LEED) certification under the US Green Building Council (USGBC). Specifically, the project intends to pursue LEED Silver Certification for New Buildings and Major Renovations.</p>
<p>Smart Land Use and Intelligent Transportation Systems: Require pedestrian-only streets and plazas within the project site that may be reached conveniently by public transportation, walking or bicycling.</p>	<p>Not Applicable: The proposed project site is not of sufficient size to accommodate pedestrian-only street. However, the proposed project site can be reached easily by walking and bicycling.</p>
<p>Attorney General</p>	
<p>Diesel Anti-Idling: Set specific limits on idling time for commercial vehicles, including delivery vehicles.</p>	<p>Consistent: CARB’s Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel trucks at the project site would be subject to this state-wide law.</p>
<p>Transportation Emissions Reduction: The project applicant shall promote ride sharing program by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading waiting areas.</p>	<p>Consistent: The City of Santa Monica implements ride sharing programs, vanpools, and other TDM measures for City employees. SMFD personnel have and would continue to have access to such TDM measures.</p>
<p>Transportation Emissions Reduction: Contribute transportation impact fees per residential and commercial unit to the City to increase transit service.</p>	<p>Not applicable: The proposed project would develop a new replacement fire station, which is an institutional/governmental uses. Furthermore, the City of Santa Monica does not have a transportation impact fee.</p>
<p>Transportation Emissions Reduction: Provide shuttle service to public transportation.</p>	<p>Not applicable: Shuttle service to public transportation would be unnecessary as the proposed project would be located within walking distance of the future Downtown station for the Expo Light Rail.</p>
<p>Transportation Emissions Reduction: Incorporate bike lanes into the project circulation system.</p>	<p>Consistent: The project site is readily accessible to many bicycle facilities in the Downtown area.</p>
<p>Transportation Emissions Reduction: Provide on-site bicycle and pedestrian facilities (showers, bicycle parking, etc.) for commercial uses, to encourage employees to bicycle or walk to work.</p>	<p>Consistent: The project would provide bicycle parking racks. Moreover, as discussed above, the project is in close proximity to mass transit options.</p>

<p>Transportation Emissions Reduction: Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode traffic lights.</p>	<p>Not applicable: This strategy is aimed at City and County transportation agencies and not applicable to individual development projects.</p>
<p>Solid Waste and Energy Emissions</p>	
<p>Solid Waste Reduction Strategy: Project construction shall require reuse and recycling of construction and demolition waste.</p>	<p>Consistent: The proposed project would include on-site recycling containers to support the statewide recycling goal. In addition, the proposed project would comply with Section 8.108.010 Subpart C of the Santa Monica Municipal Code, which requires that demolition and/or construction projects over 1000 square feet divert at least 70percent of construction and demolition material from landfills.</p>
<p>Water Use Efficiency: Require measures that reduce the amount of water sent to the sewer system. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.</p>	<p>Consistent: The proposed project intends to achieve LEED Silver certification under the USGBC. The proposed project will be required to comply with all pre-requisites in the five primary categories of Sustainable Sites, including water efficiency. The proposed project would include low flow appliances as part of its LEED Silver certification. In addition, the proposed project's landscaping would be required to comply with the City's Water-Efficient Landscape and Irrigation Standards</p>
<p>Land Use Measures, Smart Growth Strategies and Carbon Offsets</p>	
<p>Smart Land Use and Intelligent Transportation Systems: Encourage mixed-use and high density development to reduce vehicle trips, promote alternatives to vehicle travel and promote efficient delivery of services and goods.</p>	<p>Consistent: The proposed project consists of the development of a replacement fire station to serve the high densely developed area of Downtown Santa Monica. The project site would be accessible to alternative transportation as it is located near many public transit routes and would be within 0.5 miles of the future Downtown station for Exposition Light Rail.</p>
<p>CAPCOA</p>	
<p>T2: Proximity to Bike Path/ Bike Lanes: Project is located within 0.5 miles of an existing/planned Class I or Class II bike lane and project design includes a network that connects the project uses to the existing offsite facility. Project design includes a designated bicycle route connecting all units, onsite bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within 0.5 miles. Bicycle route connects to all streets contiguous with project site.</p>	<p>Consistent: The project site is accessible via various bicycle facilities in the Downtown area, including the bike lanes on 7th Street.</p>
<p>T3: Minimum Parking: Provide minimum amount of parking required.</p>	<p>Consistent: The proposed project would include a level of subterranean parking that would provide approximately 50 spaces for fire station personnel.</p>
<p>T6: Wood Burning Fireplaces/ Stoves: Project does not feature fireplaces or wood burning stoves.</p>	<p>Consistent: The proposed project would not include fireplaces or wood burning stoves.</p>
<p>T7: Low-Water Use Appliances: Require the installation of low-water Use Appliances.</p>	<p>Consistent: The proposed project would include low flow appliances to comply with LEED pre-requisites of Sustainable Sites, including water efficiency.</p>
<p>T8: Landscaping: Project shall use drought resistant native trees, trees with low emissions and high carbon sequestration potential.</p>	<p>Consistent: The proposed project's landscaping would be required to comply with the City's Water-Efficient Landscape and Irrigation Standards. Landscaping may include drought resistant plant species.</p>

<p>T9: LEED Certification: Promote building approach to sustainability by recognizing performance in sustainable site development, water savings, energy efficiency, materials selection, and indoor environment quality.</p>	<p>Consistent: The proposed project intends to achieve LEED certification under the USGBC. Specifically, the project intends to pursue LEED Silver Certification for New Buildings and Major Renovation.</p>
<p>T10: Energy Star Roof: Project installs Energy Star labeled roof materials, where feasible.</p>	<p>Potentially Consistent: Specific design details of the project have yet to be determined. However, the proposed project could include the installation of energy star labeled roof materials.</p>
<p>T11: Exceed Title 24: Project exceeds title 24 requirements.</p>	<p>Consistent: The proposed project would achieve LEED silver certification and would comply with the City's Green Building Ordinance a, which require that the project exceed Title 24 standards.</p>
<p>T12: Energy Efficient Appliance Standard: Project uses energy efficient appliances.</p>	<p>Consistent: The proposed project intends to achieve LEED Silver certification under the USGBC. Certification includes the use of energy efficient appliances.</p>
<p>T13: Green Building Materials: Project uses materials which are resource efficient and recycled, with long life cycles and manufactured in environmentally friendly way.</p>	<p>Consistent: The proposed project intends to achieve LEED Silver certification under the USGBC. Certification includes the use of green building materials.</p>
<p>Sustainable City Plan</p>	
<p>Resource Conservation Goal 1</p> <p>Significantly decrease overall community consumption, specifically the consumption of non-local, non-renewable, non-recyclable and non-recycled materials, water, and energy and fuels. The City should take a leadership role in encouraging sustainable procurement, extended producer responsibility and should explore innovative strategies to become a zero waste city.</p>	<p>Consistent - T The proposed project intends to achieve LEED Silver certification under the USGBC. The proposed project would include on-site recycling containers to support the City's recycling goal. In addition, the proposed project would comply with Section 8.108.010 Subpart C of the Santa Monica Municipal Code, which requires that demolition and/or construction projects over 1000 square feet divert at least 70 percent of construction and demolition material from landfills.</p>
<p>Resource Conservation Goal 2</p> <p>Within renewable limits, encourage the use of local, non-polluting, renewable and recycled resources (water, energy – wind, solar and geothermal – and material resources)</p>	<p>Potentially Consistent - The proposed project intends to achieve LEED Silver certification under the USGBC. As such, the proposed project could include the use of alternative renewable resources.</p>
<p>Transportation Goal 2</p> <p>Facilitate a reduction in automobile dependency in favor of affordable alternative, sustainable modes of travel.</p>	<p>Consistent - The project site is located within walking distance of the future Downtown Station for the Exposition Light Rail at 5th Street and Colorado. In addition, the project site is accessible via various bicycle facilities including bicycle lanes. As such, fire station personnel would have opportunities to take alternative modes of transportation.</p>
<p>Land Use and Circulation Element (LUCE)</p>	

<p>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 mixed-use, transit oriented districts; focusing new growth along existing corridors and nodes; support 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.</p>	<p>Consistent. The project site would be within walking distance of the future Downtown Station for the Exposition Light Rail. The proposed project would serve existing and forecasted future City growth in a dense Downtown neighborhood.</p>
<p>Policy S2.3 Advance the No Net New Trips goal in the Land Use and Circulation Element with TDM projects such as expanded rideshare programs, parking management strategies, as well as development impact fees for public transit infrastructure.</p>	<p>Consistent. The proposed project consists of the construction of a replacement fire station. 24-hour and 48 hour shifts for fire station personnel begin at 7:00 AM and end at 7:00 PM. Due to these shift hours of the fire station personnel, no net new PM peak hour trips would be generated.</p>
<p>Policy S2.9 Consider incorporating the No Net New Trips policy into the City's CEQA environmental analysis and require mitigation of significant impacts for projects that will generate new vehicle trips.</p>	
<p>Policy S5.5 As part of future updates to the City's Green Building Ordinance, explore a requirement for shade trees on south- and west-facing sides of all new buildings to reduce building energy loads.</p>	<p>Consistent. The proposed project would include the planting of new trees around the project site.</p>
<p>Policy S5.6 Encourage cool roofs or green roofs on new buildings.</p>	<p>Potentially Consistent. Specific sustainability features of the project have yet to be determined. However, during final building plan designs and/or application for LEED Silver Certification, the City would consider the use of cool roofs, cool paving and installation of electrical outlets in loading zones and on the exterior of buildings.</p>
<p>Policy S5.7 Encourage cool paving on new plazas and parking lots.</p>	
<p>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.</p>	
<p>Policy S6.1 Ensure sufficient water supplies for new development.</p>	<p>Consistent. As indicated in this IS/MND, the City would have adequate water supplies to serve the proposed project.</p>
<p>Policy S6.3 Implement landscape water conservation requirements for new construction projects.</p>	<p>Consistent. The proposed project's landscaping would be required to comply with the City's Water-Efficient Landscape and Irrigation Standards o</p>

<p>Policy S6.7 Expand solid waste diversion strategies such as increased commercial recycling collection and outreach, expanded food waste collection, composting and waste to energy conversion programs.</p>	<p>Consistent. The proposed project would include on-site recycling containers to encourage recycling. In addition, construction of the proposed project would occur in accordance with Section 8.108.010 Subpart C of the Santa Monica Municipal Code, which requires that demolition and/or construction projects over 1000 square feet divert at least 70 percent of construction and demolition material from landfills.</p>
<p>Policy LU8.3 Pedestrian Bicycle and Transit Connections. Ensure 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.</p>	<p>Consistent. The project site would also be within walking distance of the future Downtown Station for Exposition Light Rail. In addition, the project site is readily accessible via many bicycle facilities, including the bike lane on 7th Street.</p>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a and b) **Less Than Significant Impact.** Construction activities for the project would involve the use of potentially hazardous materials including vehicle fuels, oils, transmission fluids, paint, adhesives, surface coatings and other finishing materials, cleaning solvents, and pesticides for landscaping purposes. However, the use of these hazardous materials would be temporary, and all potentially hazardous materials would be stored, used, and disposed of 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.

With regard to operation, the new fire station would include an aboveground fuel storage tank and gas pump, oxygen tanks, and drums of engine oil. 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. Specifically, Santa Monica Municipal Code (SMMC) Chapter 5.24 establishes Hazardous Materials Reporting and Response Planning (HMRRP) and Hazardous Materials Management Plans (HMMP) requirements for the preparation of business and area plans relating to the handling and release or threatened release of hazardous materials. 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. Additionally, as required by Health & Safety Code, Section 25270.5, the new fire station would be required to prepare a Spill and Countermeasure (SPCC) Plan for the aboveground storage tank. As such, operational impacts related to the transport, use, or disposal and accidental release of hazardous materials would be less than significant.

- c) **No Impact.** The project site is not located within one quarter mile of an existing school. The nearest school to the project site is Santa Monica High School located approximately 0.50 mile to the south. Therefore, the proposed 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. No impacts would occur.
- d) **No Impact.** The following hazardous material sites were checked in July 2012 for known hazardous materials contamination at the project site pursuant to Government Code Section 65962.5:
- Department of Toxic Substances Control's Envirostor database for hazardous waste and substances sites;
 - State Water Board's Geotracker Database for leaking underground storage tanks;
 - State Water Board's list of solid waste disposal sites with waste constituents above hazardous waste levels
 - State Water Board's list of active Cease and Desist Orders and Cleanup and Abatement Orders

The project site is not listed on any hazardous material sites lists compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to hazardous waste site listing pursuant to Government Code Section 65962.5 would occur.

- e) **No Impact.** 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.¹⁴ Furthermore, the proposed project does not include any elements that would create an airport-related safety hazard for the people residing or working the area. No impacts would occur.

- f) **No Impact.** See above.
- g) **Less Than Significant Impact.** The proposed project would construct a new fire station that would facilitate and improve emergency access for fire trucks and apparatus. Currently, the existing Fire Station No. 1 does not have pull through apparatus bays. As a result, fire trucks and apparatus must back into the existing bays. The proposed new Fire Station No. 1 would include up to new 6 apparatus bays, with 4 being pull through. With the new pull-through bays, fire trucks can enter and exit the project site via 7th Street or 7th Court alley. Therefore, the proposed project would not have adverse impacts on an emergency response plan or emergency evacuation plan. Rather, the proposed project would result in beneficial impacts on emergency access and response. Impacts would be less than significant.
- h) **No Impact.** The project site is located in an urbanized area where no wildlands are present. Furthermore, the project site is not designated by the California Department of Forestry and Fire Protection as a Fire Hazard Severity Zone.¹⁵ Therefore, no wildfire impacts would occur.

¹⁴ Santa Monica Airport Influence Area Map; available online at <http://gismap.santa-monica.org/GISMaps/pdf/airportinfluencearea.pdf>; accessed July 6, 2012.

¹⁵ California Department of Forestry and Fire Protection; Los Angeles County Fire Hazard Severity Zone Map; online at http://www.fire.ca.gov/fire_prevention/fhsz_maps/fhsz_maps_losanageles.php; accessed July 6, 2012.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** Construction of the proposed project would require approximately 21,000 cubic yards of earthwork. During earthwork activities, exposed and stockpiled soils on the construction site could be subject to minor erosion and conveyed via stormwater runoff into municipal storm drains. However, construction activities are required to occur in accordance with the City of Santa Monica Urban Runoff Pollution Ordinance (Chapter 7.10 of the Santa Monica Municipal Code). In accordance with the ordinance, Best Management Practices (BMPs) and pollutant control measures would be employed during project construction to minimize pollutants and reduce runoff to levels that comply with applicable water quality standards. 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.
- 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, a temporary sediment control BMP shall be installed.
- 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.
- 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:

With compliance with the above regulatory requirements, pollutant levels in urban runoff during construction would be minimized. Therefore, project construction impacts related to the violation of water quality standards or waste discharge requirements would be less than significant.

With regard to operation, good housekeeping practices and BMPs would be implemented to minimize polluted runoff in accordance with the City's Urban Runoff Pollution Ordinance. In addition, an Urban Runoff Mitigation Plan would be prepared to show that the proposed project would store and use (for non-potable purposes), infiltrate, or evapotranspire project-generated runoff during a 0.75 inch storm event, or alternatively, the City would pay an urban runoff reduction fee.¹⁶ In addition, the following BMP requirements would be implemented during operation:

- Urban runoff shall not be allowed to come into contact with the loading/unloading dock areas; vehicle repair and maintenance bays; vehicle and equipment wash areas; and fueling areas.
- Where there are outdoor areas for the storage of material that may contribute pollutants to the stormwater conveyance system, these materials must be enclosed and protected by secondary containment structures. The outdoor storage area for materials must be paved and impervious and covered with a roof or awning to minimize collection of stormwater within the secondary containment area.
- Drainage from adjoining roofs and pavement must be diverted away from the trash storage areas.
- Trash areas must be covered, screened or walled to prevent off-site transport of trash, and must be connected to the sanitary sewer.
- Trash bins must have solid covers and be covered at all times except while being emptied.

The above requirements and other BMP provisions set forth in the Urban Runoff Mitigation Plan would be implemented throughout the operational life of the proposed project to reduce the discharge of polluted runoff from the project site. Therefore, project operational impacts related to violation of water quality standards and waste discharge requirements would be less than significant.

- b) **Less Than Significant Impact.** There are no active groundwater production wells located within a half-mile radius of the project site. The closest active groundwater production wells are located approximately 1.25 miles to the north of the site, in the Olympic subbasin. Two City production wells are located on the beach south of the Santa Monica Pier approximately 1 mile from the site. As nearby site borings indicate the anticipated groundwater beneath the site is between 40 and 50 feet below the ground surface (bgs)

¹⁶ As defined by the Urban Runoff Pollution Ordinance, the project-generated runoff required to be mitigated is one hundred percent of the runoff produced by a 0.75 inch storm event falling on all impermeable surfaces of a parcel for new developments/projects that would replace greater than 50 percent of the existing buildings on the site.

and flows in a southerly direction.¹⁷ Excavation for the proposed project would reach approximately 25 feet bgs. Therefore, no withdrawal of groundwater (i.e., dewatering system) would be necessary for the proposed project.

The proposed project would generate an incremental increase in water demand. The water supply for the City of Santa Monica's Water Department (which would serve the project site) comes mostly from groundwater. The water demand of the proposed project would not result in an exceedance of the City of Santa Monica's current and projected water supplies (see Section XX Utilities). As such, operation of the proposed project would not substantially deplete groundwater supplies.

Furthermore, the project site is 100 percent impervious (i.e., completely developed with existing surface parking). Minimal groundwater infiltration and recharge occurs on the project site under existing conditions. In accordance with Section 9.04 10.4 of the Santa Monica Municipal Code, the proposed project would incorporate new landscaping and increase the amount of pervious surface areas. Therefore, the proposed project would create new pervious areas for groundwater infiltration and recharge. Based on the above, construction and operation of the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, project impacts would be less than significant.

- c) **Less Than Significant Impact.** The project site is 100 percent impervious (i.e., completely developed with existing surface parking). In accordance with Section 9.04 10.4 of the Santa Monica Municipal Code, the proposed project would incorporate new landscaping and increase the amount of pervious surface areas. Therefore, the proposed project would not increase the amount of stormwater runoff. Rather, the amount of stormwater runoff would be expected to decrease due to opportunities for groundwater infiltration. Additionally, in accordance with the City's Urban Runoff Pollution Ordinance, the proposed project would include appropriate on-site design measures to store and use (for non-potable purposes), infiltrate, or evapotranspire project-generated runoff during a 0.75 inch storm event or alternatively pay a fee. Site-generated surface water runoff would continue to flow into nearby municipal drains and/or catch basins. Thus, the existing drainage patterns would not substantially change. In addition, as previously stated, an Urban Runoff Mitigation Plan would be in place throughout the operational life of the project to reduce erosion or siltation effects. Project construction would also comply with the requirements of the City's Urban Runoff Pollution Ordinance, including those regarding the implementation of good housekeeping practices and BMPs, to reduce erosion and siltation. Furthermore, there are no streams or rivers within the project site or in the surrounding area. As such, implementation of the project would not substantially alter the existing drainage pattern such that substantial erosion or siltation would occur. Impacts would be less than significant.
- d) **Less Than Significant Impact.** The project site is 100 percent impervious (i.e., completely developed with existing surface parking). In accordance with Section 9.04 10.4 of the Santa Monica Municipal Code, the proposed project would incorporate new landscaping and increase the amount of pervious surface areas. Therefore, the proposed project would not increase the amount of stormwater runoff. Rather, the amount of stormwater runoff would be expected to decrease due to opportunities for groundwater infiltration. Additionally, the

¹⁷ Santa Monica New Main Library, Final Environmental Impact Report, January 2003; online at <http://www01.smgov.net/planning/eir/MainLibraryFEIR.pdf>

proposed project would include appropriate on-site design measures to store and use (for non-potable purposes), infiltrate, or evapotranspire project-generated runoff during a 0.75 inch storm event or alternatively pay a fee. Site-generated surface water runoff would continue to flow into nearby municipal drains and/or catch basins. Thus, the existing drainage patterns would be maintained. Furthermore, there are no streams or rivers within the project site or in the surrounding area. Thus, project implementation would not substantially alter the existing drainage pattern such that substantial flooding on- or off-site would occur. Impacts would be less than significant.

- e) **Less Than Significant Impact.** The project site is 100 percent impervious (i.e., completely developed with existing surface parking). In accordance with Section 9.04 10.4 of the Santa Monica Municipal Code, the proposed project would incorporate new landscaping and increase the amount of pervious surface areas. Therefore, the proposed project would not increase the amount of stormwater runoff. Rather, the amount of stormwater runoff would be expected to decrease due to opportunities for groundwater infiltration. Furthermore, the City's Department of Public Works would have final review and approval of all project site plans to ensure that adequate drainage would be provided to accommodate the project's stormwater flows. Therefore, the proposed project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.
- f) **Less Than Significant Impact.** As discussed previously, in accordance with the City's Urban Runoff Pollution Ordinance, Best Management Practices (BMPs) would be implemented during project construction to minimize erosion and pollutants in stormwater runoff. In addition, an Urban Runoff Mitigation Plan would be in place throughout the operational life of the project to minimize pollutant runoff. As such, implementation of the proposed project would not substantially degrade water quality. Impacts would be less than significant.
- g) **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the City of Santa Monica, the project site is not located within a 100-year flood plain.¹⁸ Therefore, the proposed project would not place housing within a 100-year flood plain. No impacts would occur.
- h) **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the City of Santa Monica, the project site is not located within a 100-year flood plain. Therefore, the project would not place structures within a 100-year flood plain such that flood flows would be impeded. No impacts would occur.
- i) **No Impact.** No dams, levees, or above-ground flood control channels exist in the City of Santa Monica. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. No impacts would occur.
- j) **No Impact.** A seiche is a standing wave occurring in an enclosed or partially enclosed body of water, such as a lake, reservoir, or bay. There are no enclosed or partially enclosed bodies of water near the project site. Therefore, the potential for inundation from a seiche is considered remote. No impacts relative to a seiche would occur.

¹⁸ Federal Emergency Management Agency, Flood Insurance Rate Map, Panel

A tsunami is a large ocean wave caused by a significant undersea disturbance such as earthquakes. Areas susceptible to a tsunami in the City include areas below the Palisades Bluff and approximately ¼ mile from the ocean. The project site is located approximately one mile inland (east) from the Pacific Ocean. In addition, the project site is not located in a City designated tsunami hazard area.¹⁹ Therefore, inundation risk from a tsunami is considered low. No impacts would occur.

Mudflows (also called debris flows) result from the downslope movement of soil and/or rock under the influence of gravity. The project site and vicinity is characterized by relatively flat topography. Given the absence of any steep slopes nearby, the project site would not be at risk from inundation by mudflow. No impacts would occur.

¹⁹ City of Santa Monica, Online Property Information System; online at <http://gismap.santa-monica.org/imf/imf.jsp?site=property>; accessed May 3, 2011.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The project site is located in the urbanized City of Santa Monica, which is generally built out. The proposed project is an infill development and does not include any physical improvements that would divide the project site or surrounding area (e.g., new through roads).

Furthermore, the proposed project would not introduce a new land use in the Downtown area. Rather, the proposed project would provide for the relocation and continuation of existing fire protection services in the Downtown area. Therefore, the proposed project would not alter the existing land use relationships in the area. Therefore, development of the proposed project would not divide an established community. No impacts would occur.

- b) **Less Than Significant Impact.** The City's Land Use and Circulation Element (LUCE) designates the project site as Downtown Core. As stated in the LUCE, this designation allows for the broadest mix of uses and highest intensity development in the city. The downtown area is the City's major regional retail and employment district, with pedestrian-oriented design incorporated at the street level. The Downtown Core designation is defined in the adopted LUCE as follows:

Santa Monica's Downtown Core designation maintains and enhances the Downtown area as the heart of the City and as a thriving, mixed use urban environment in which people can 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 and the revitalized Santa Monica Place open-air mall. The Downtown Light Rail Station will serve as a gateway to the Downtown, Civic Center and coastal destinations, transforming the southern edge of the district. The Downtown continues to provide a substantial number of new housing units in mixed-use projects. Affordable, workforce and market-rate housing are highly desirable. The LUCE expands the Downtown boundaries to include Wilshire Boulevard to the north and Lincoln Boulevard to the east. These important mixed-use boulevards appropriately define the edge of the

district and help with the transition from the intensity of the Downtown to adjacent residential neighborhoods to the north and the east...The Downtown Core designation allows for the broadest mix of uses and highest intensity development. The area is the City's major regional retail and employment district, with a human-scale and pedestrian-orientation at the street level. A balance of uses generates activity during both daytime and evening hours. Development intensities are lower on the northern and eastern edges of the district in order to transition to the lower-density character of adjacent neighborhoods. New development and infrastructure strengthens the Downtown's connection with the Civic Center, Beach and Pier. While specific uses will be established by a specific plan, allowed uses include residential, commercial, retail, cultural and entertainment uses, and other visitor-serving uses, such as hotels. Existing parameters and review processes for 100 percent affordable housing projects will continue to apply.

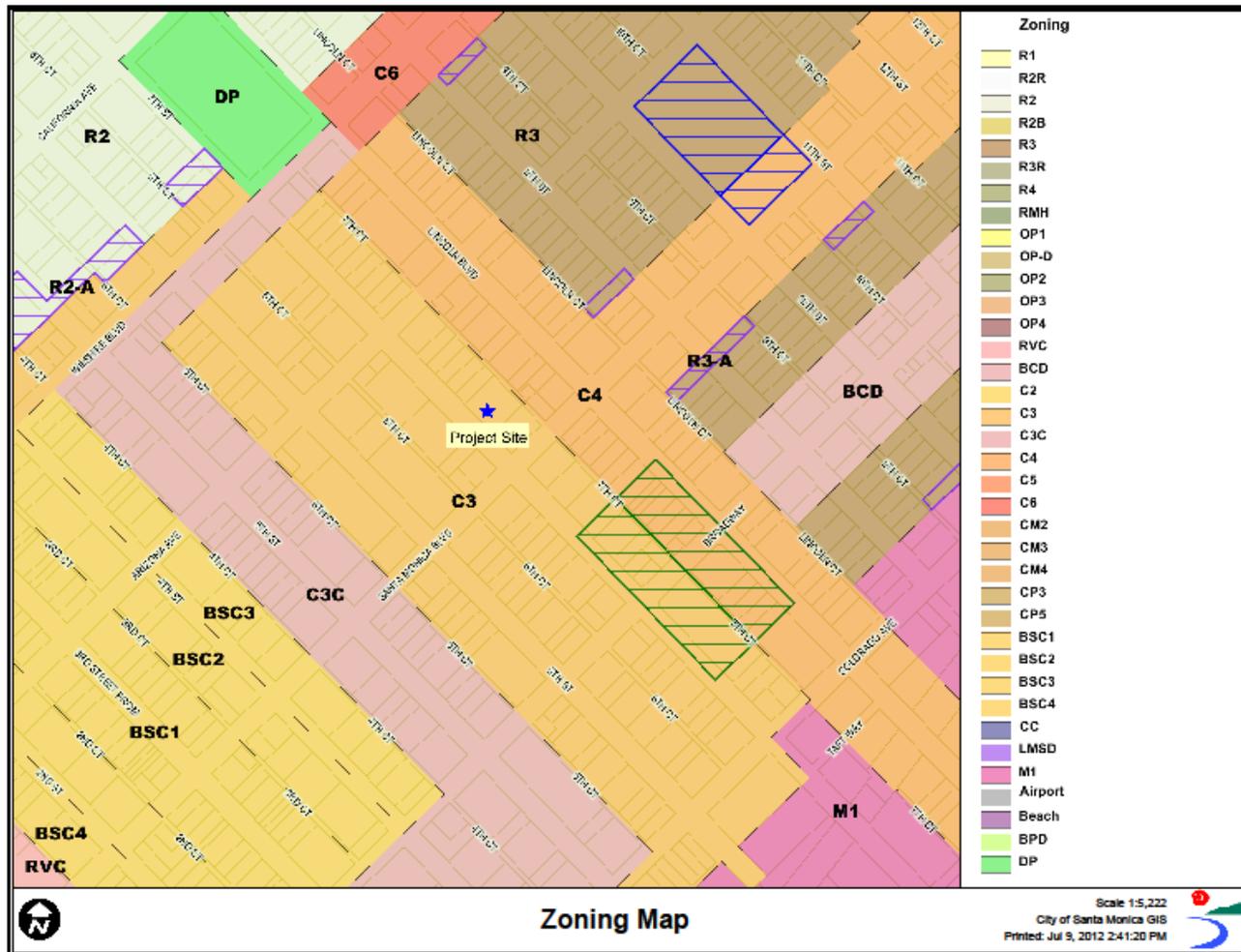
The LUCE did not establish development parameters for the Downtown Core designation, instead deferring such standards until the preparation of a Downtown Specific Plan. Until this specific plan is adopted, the 1984 LUCE designations will apply. The 1984 LUCE designated the project site as general commercial.

The project site is also located in the C3 zone (Downtown Commercial district). Pursuant to Santa Monica Municipal Code (SMMC) Section 9.04.08.20, the C3 zone is intended to maintain and enhance the downtown area and to provide a concentration and variety of commercial, residential, cultural, and recreational opportunities including comparison and general retail, office, cultural uses, and complementary uses such as hotels, housing, and visitor serving uses.. Structures may be a maximum of 50 feet in height and 1.5 floor-to-area ratio(FAR).

The proposed project would construct a new Fire Station No. 1 to replace the existing fire station in the Downtown area. The fire station would not represent a new land use in the Downtown area. The project is intended to serve the public and ensure the safety of all the surrounding land uses. In addition, the building would be a maximum of 37 feet with a FAR of 1.11; and as such would not exceed zoning standards. Therefore, impacts relative to land use consistency would be less than significant.

- c) **No Impact.** As previously stated in Section IV, Biological Resources, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the project site. Therefore, the proposed project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur.

FIGURE 5 – ZONING MAP



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** 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 proposed project would not result in the loss of availability of a mineral resource. No impacts would occur.

b) **No Impact.** As stated above, 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 proposed project would not result in the loss of a mineral resource recovery site. No impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NEIGHBORHOOD EFFECTS. Would the project:				
a) Have considerable effects on the project neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** Construction and operation of the proposed project would not result in significant impacts related to aesthetics, air quality, noise, and traffic. As analyzed in the respective sections of this IS/MND, these neighborhood impacts would be less than significant or less than significant with mitigation. Please refer to Section I - Aesthetics; Section II - Air Quality; Section XIV - Noise; and Section XIX - Transportation/Traffic, for a detailed analysis of neighborhood related effects associated with the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact.** Chapter 4.12 of the Santa Monica Code establishes the City's Noise Ordinance. The ordinance sets forth allowable exterior noise standards based on zones. Noise zone I includes residential districts; Noise zone II includes commercial districts; and Noise zone III includes manufacturing and industrial districts (i.e., the project site). Noise standards for the zones are more restrictive during sleeping hours (10:00 PM to 7:00 AM). Table 6 provides the exterior noise standards by zone.

Construction

The City's Noise Ordinance (SMMC §4.12.110) restricts construction activity to between the hours of 8:00 AM and 6:00 PM, Monday through Friday and 9:00 AM and 5:00 PM on Saturday. The Noise Ordinance does not allow construction activity to occur on Sunday or major national holidays. In general, the equivalent noise level during construction cannot exceed the standard on the receiving property, plus 20 dB. The maximum instantaneous noise level during construction cannot exceed the standard plus 40 dB. However, construction-related noise exceeding these thresholds is permitted, provided that it is

restricted to the hours between 10:00 AM and 3:00 PM. The project site is classified as Noise Zone II and has an exterior noise standard of 65 dBA during the day for a 15 minute continuous measurement period. Based on the above, construction-related equivalent noise level generated on the project site (Noise Zone II) would not be permitted to exceed 85 dBA, or 110 dBA for instantaneous noise (except for between the hours of 10:00 AM and 3:00 PM).

**TABLE 6
CITY OF SANTA MONICA EXTERIOR NOISE STANDARDS**

Noise Zone	Time Interval	Allowable Leq	
		15 minute continuous measurement period	5 minute continuous measurement period
I	Monday—Friday 10 p.m. to 7 a.m.: 7 a.m. to 10 p.m.:	50 dBA 60 dBA	55 dBA 65 dBA
	Saturday and Sunday 10 p.m. to 8 a.m.: 8 a.m. to 10 p.m.:	50 dBA 60 dBA	55 dBA 65 dBA
II	All days of Week 10 p.m. to 7 a.m.: 7 a.m. to 10 p.m.	60 dBA 65 dBA	65 dBA 70 dBA
III	Anytime	70 dBA	75 dBA

There are no sensitive noise receptors in close proximity to the project site. The nearest receptors are the residential uses that are more than 200 feet to the south across Santa Monica Boulevard.

During construction, the proposed project would temporarily result in an increase in noise levels. Construction noise would be generated by construction vehicles and equipment involved during various stages of construction operations: demolition, site grading, and building construction. Maximum construction noise levels would occur during the site preparation phase.

The noise levels created by construction equipment will vary depending on the type of equipment and the specific model, the mechanical/operational condition of the equipment and the type of operation being performed. Individual pieces of typical construction equipment that would be used for project construction would produce maximum noise levels of 73 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table 7.²⁰ Noise levels anticipated from operation of individual pieces of construction equipment would be below the City’s standard of 110 dBA for instantaneous noise in Noise Zone II.

²⁰ These maximum noise levels would occur when equipment is operating under full power conditions. However, equipment used on construction sites often operates under less than full power conditions, or part power.

**TABLE 7
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS**

Description	Noise Levels @ 50 feet (dBA, slow)
Compactor (ground)	80
Compressor (air)	80
Concrete Mixer Truck	85
Concrete Saw	90
Crane	85
Dozer	85
Drill Rig Truck	84
Dump Truck	84
Excavator	85
Front End Loader	80
Paver	85
Tractor	84
Welder/Torch	73

Noise from localized point sources (such as construction sites) typically decreases by about 6 dBA with each doubling of distance from source to receptor. In addition, intervening development between the project site and sensitive receptors provide further attenuation of approximately 15 dBA. As shown in Table 8, construction-related noise levels associated with project construction would not exceed noise standards (of 85dBA for the equivalent noise level and 110 dbA for instantaneous noise) at the nearest residential uses approximately 200 feet south of the project site at 7th Street and Santa Monica Boulevard (see *Appendix B for noise analysis worksheets*). Therefore, construction noise impacts would be less than significant.

Operation

The existing noise environment in the project vicinity is dominated by traffic noise along adjacent streets. Long-term noise generated by the proposed project would occur primarily due to project-generated traffic and on-site noise sources such as fire truck sirens and mechanical equipment.

TABLE 8
ESTIMATED CONSTRUCTION NOISE LEVEL AT NEARBY SENSITIVE RECEPTOR

	Estimated Construction Noise Levels at the Noise Sensitive Receptor by Construction Phase (dBA)			Maximum Allowable Noise – Zone II
	Demolition	Site Preparation/Grading	Building Construction	
Leq	74	73.7	67.9	85 dBA
Lmax	77.5	73	68.5	110 dBA
<i>See Appendix B for noise modeling results.</i>				

With regard to project-generated traffic noise, typically a doubling of vehicle traffic would be required before a noticeable increase (i.e., 3 dBA or greater) in traffic noise levels would occur. As indicated in Section XIX, Transportation/Traffic, the proposed project would conservatively result in a net increase of 10 daily inbound trips and 10 daily outbound trips, which would occur outside of the peak hours. Given that a doubling of vehicle traffic would not occur, the increase in traffic noise levels would not be perceptible. As a result, operation of the proposed project would not be expected to result in a noticeable increase in ambient noise levels that would exceed applicable noise standards.

On-site noise sources of the proposed project would primarily be associated with the fire truck sirens and operation of mechanical equipment. However, there are no sensitive noise receptors adjacent to the project site. The nearest receptors are the residential uses that are approximately 200 feet to the south across Santa Monica Boulevard. Furthermore, such noises already occur at the existing fire station which is located approximately 0.1 mile south of the project site.

Long-term operation of the proposed project would have a minimal effect on the surrounding noise environment and on sensitive receptors. Therefore, operational noise impacts would be less than significant.

- b) **Less Than Significant Impact.** Typical construction techniques would be employed during project construction. Pile driving and impact methods would not be necessary. Heavy construction equipment (e.g. bulldozer and excavator) would generate a limited amount of ground-borne vibration at short distances away from the source. However, such vibration would not be significant and would not affect the sensitive receptors which are 200 feet to the south.

No permanent sources of vibration are proposed on the site during project operation. The proposed project includes the development of commercial and residential uses. These uses would not generate vibration.

Construction and operation of the proposed project would not expose people to excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant.

- c) **Less Than Significant Impact.** The existing noise environment in the project area is dominated by traffic noise along roadways, as well as nearby commercial activities. Long-term operation of the proposed project would not have a significant effect on the ambient noise environment in proximity to the project site. The project's net increase in traffic, as discussed in Section XIV(a), would have a less than significant impact on ambient noise levels. Noise levels associated with on-site operations (e.g., fire truck sirens) would also be less than significant as discussed in Section XI(a). As such, operational (permanent) noise impacts would be less than significant.
- d) **Less Than Significant Impact.** Project construction activities would generate noise on a temporary basis and would increase the existing ambient noise in the immediate vicinity of the project site. Construction-period noise impacts are discussed in Section XIV(a). As described therein, noise generated by on-site construction activities would not exceed City standards and would not affect nearby sensitive receptors. Construction noise impacts would be less than significant.
- e) **No Impact.** The project site is located approximately 2 miles north of the Santa Monica Airport. However, the project site is located outside of the 60, 65, and 75 CNEL Airport Land Use Plan Noise Contour.²¹ Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from an airport or airstrip. No impacts would occur.
- f) **No Impact.** See Section XIV(a).

²¹ Santa Monica Airport; Year 2009 CNEL Contours Report; online at <http://www.smgov.net/uploadedFiles/2009%20SMO%20CNEL%20Report.pdf>; accessed March 15, 2011.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** No permanent residences or major infrastructure that could induce population growth are included as part of the proposed project. The proposed project consists of the development of a new building that would replace existing Fire Station No. 1. The proposed project would serve existing and forecasted population in the City of Santa Monica. Therefore, the proposed project would not induce substantial population growth. No impacts would occur.
- b) **No Impact.** The project site is currently developed as surface parking. No housing exists on-site. Therefore, the proposed project would not displace existing housing or people, nor necessitate the construction of replacement housing elsewhere. No impacts would occur.
- c) **No Impact.** See Section XV(b) above.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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 governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The proposed project consists of the acquisition of property and construction of a new replacement Fire Station No. 1 to serve existing and forecasted population in the City. The new Fire Station No. 1 building would be a replacement for the existing 11,362 square foot Fire Station No. 1 located at 1444 7th Street. The proposed new fire station is located approximately 530 feet north (0.1 mile) of the existing station. Therefore, emergency response times to incidents would not change from existing conditions. Existing Fire Station No. 1 is equipped with two paramedic engine companies, one paramedic rescue squad, one 100' ladder truck, one air/light rescue unit, and one command vehicle. The existing station has a staff of approximately 14 per 24-hour shift. The existing Fire Station No. 1 building is undersized to house the existing SMFD equipment and personnel. The proposed project would develop a new fire station to provide additional space for expanded staff and equipment as well as improved amenities for the SMFD and the public. SMFD staffing is anticipated to increase from 14 per shift (per 24-hour shift) at the existing fire station to up to 24 per shift (per 24-hour or 48-hour shift) at the new fire station. Construction of the new fire station would provide enhanced facilities and capacity for the SMFD to provide fire protection and emergency services. Staffing for this station would increase. Therefore, the proposed project would not result in a negative impact on fire protection and emergency services provided by the SMFD. Rather, the proposed project would result in a beneficial impact on fire protection services. Upon completion of the new fire station, the existing Fire Station No. 1 building would be vacated by the SMFD. SMFD staffing and equipment would then be relocated to the new Fire Station No. 1 building. Therefore, there would be no disruption of SMFD services. Based on the above, no impacts on fire protection and emergency services would occur.

b-e) **No Impact.** As discussed in Section XV(a) Population and Housing, the proposed project consists of the acquisition of property and construction of a new replacement Fire Station No. 1 to serve existing and forecasted population in the City. No population growth would occur as a result of the proposed project. As such, the proposed project would not result in an increased demand for public services including police protection, schools, parks, or libraries. No impacts would occur.

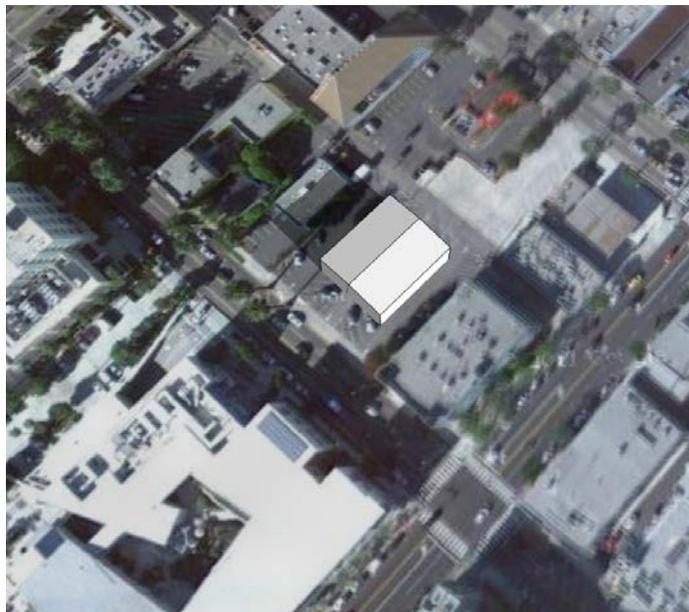
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) **No Impact.** As discussed in Section XV(a) Population and Housing, the proposed project consists of the acquisition of property and construction of a new replacement Fire Station No. 1 to serve existing and forecasted population in the City. No population growth would occur as a result of the proposed project. As such, the proposed project would not result in an increased demand for parks or recreational services. No impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. SHADOWS. Would the project:				
a) Produce extensive shadows affecting adjacent uses or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The proposed project would replace the existing surface parking on the project site with a new two-story fire station building (maximum height 37 feet). As a result, new shadows would be produced by the proposed project's building. However, immediate land uses in all directions consists predominantly of commercial uses. Figure 6 shows the project's shadow during the winter solstice (worst case). As shown in Figure 6, the proposed project would generate limited shadows on these commercial uses and such shadows would be cast in a clockwise direction from north to northeast. The closest residential uses are approximately 200 feet to the south and would not be shaded by the project. Therefore, impacts would be less than significant.

FIGURE 6 – PROJECT SHADOWS – DECEMBER 21 PACIFIC STANDARD TIME

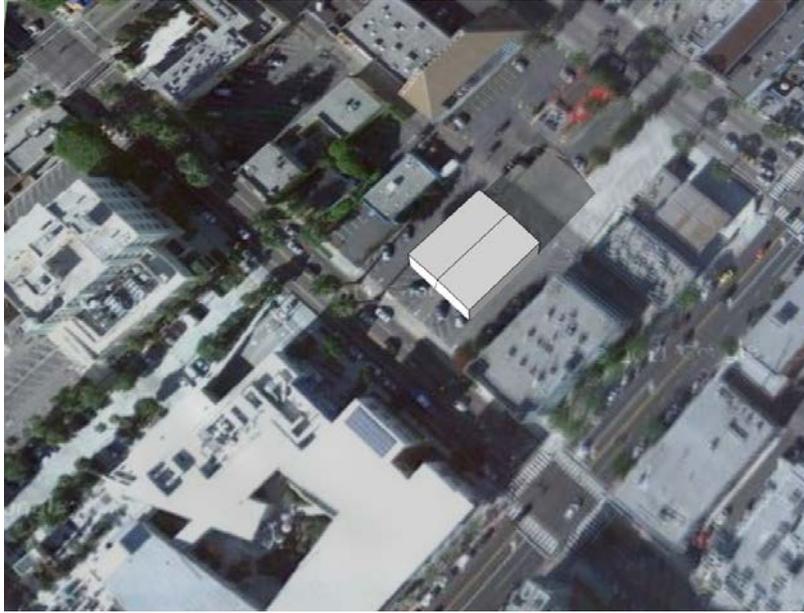


9:00 AM Shadows



12:00 PM Shadows

Note: For illustrative purposes only. Model does not reflect actual project design. Shadows based on maximum building height of 37 feet and a building area of 25,000 square feet.



3:00 PM Shadows

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact With Mitigation.** The proposed project would develop a new Fire Station No. 1 to replace the existing fire station at 1444 7th Street. Construction and operation of the proposed project would generate a minor net increase in traffic.

Construction

Construction activities for the proposed project would generate additional traffic as a result of construction worker vehicle trips and construction truck transport of equipment, building and demolition materials, and the export of soil/material. Construction hours and days



would occur from 8:00 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturday in accordance with Section 4.12.110 of the City of Santa Monica Municipal Code. Construction of the proposed project would occur over a 2 year period.

The number of workers and the amount of equipment required during construction would vary in order to maintain a reasonable schedule. However, based on the air quality analysis provided within CALEEMOD (see Appendix A), it is estimated that during the demolition, site preparation/grading, and building construction phases, construction worker vehicle trips are anticipated. In addition, construction of the proposed project would generate construction vendor truck trips and haul trips. Therefore, the following mitigation measure is recommended to reduce construction traffic impacts to less than significant.

CON-1 Construction Impact Mitigation Plan. The City shall prepare, implement, and maintain a Construction Impact Mitigation Plan which shall be designed to:

- o *Prevent traffic impacts on the surrounding roadway network.*
- o *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable.*
- o *Ensure safety for both those constructing the project and the surrounding community.*
- o *Prevent truck traffic through residential neighborhoods by establishing truck routes that utilize non-residential streets.*

The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Public Works Department, Fire, Planning and Community Development and Police to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to building permit issuance for the project. It shall at a minimum, include the following:

Ongoing requirements throughout the duration of construction:

- o *A detailed traffic control plan for work zones shall be maintained which includes, at a minimum, accurate existing and proposed: 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. Such plans must be reviewed and approved by the Transportation Management Division prior to building permit issuance and implemented in accordance with this approval.*
- o *Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM , including 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 construction permit.*

- o Streets and equipment should be cleaned in accordance with Santa Monica's established Environmental and Public Works Management (EPWM) requirements.
- o Trucks shall only travel on a City approved construction route. Truck queuing/staging shall not be allowed on Santa Monica Streets. Limited queuing may occur on the construction site itself.
- o Materials and equipment should be minimally visible to the public; the preferred location for materials is to be on-site, 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.
- o Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.

With implementation of the above mitigation measure, construction traffic impacts would be less than significant.

Operation

The City of Santa Monica has established specific CEQA criteria for assessing whether project-related traffic increases would result in significant impacts on intersection operating conditions. The significance criteria are summarized in Table 9.

**TABLE 9
CITY OF SANTA MONICA TRAFFIC SIGNIFICANCE CRITERIA**

Base Scenario		Plus Project Scenario
Level of Service	Intersection Type	Significant Impact If:
A, B, or C	Collector Street Intersection	Average vehicle delay is ≥ 15 seconds or LOS becomes D, E, or F
	Arterial Street Intersection	Average vehicle delay is ≥ 15 seconds or LOS becomes E or F
D	Collector Street Intersection	Any net increase in average seconds of delay per vehicle
	Arterial Street Intersection	Average vehicle delay is ≥ 15 seconds or LOS becomes E or F
E	Collector or Arterial Intersection	Any net increase in average seconds of delay per vehicle
F	Collector or Arterial Intersection	HCM V/C ratio net increase is ≥ 0.005

Operation of the proposed project would generate a minor net increase in vehicle trips. Due to the operating nature of fire stations as emergency responders, it is not possible to predict their daily trip generation (or when trips would be generated throughout a day). Only the commute trips by fire station staff are predictable. Currently, Fire Station No. 1 has a staff of 14 firefighters on shift at any given time, with each 24-hour shift beginning at 7:00 a.m. and 7:00 p.m. SMFD staffing is anticipated to increase from 14 per shift (per 24-hour shift) at the existing fire station to up to 24 per shift (per 24-hour or 48-hour shift) at the new fire station, which is a net increase of 10 personnel per shift. Conservatively assuming that the net increase of 10 personnel per shift would drive alone to the new fire station, the proposed project could result in a net daily increase of 10 inbound and 10 outbound trips. Based on the shift times (beginning at 7:00 AM and ending at 7:00 PM), these trips would occur outside of the peak hours (7:30-9:30 AM and 5:00-7:00 PM). Therefore, the proposed project would result in a less than significant impact on the existing surrounding intersections. Furthermore, the project site is located in the highly commercialized Downtown area. Therefore, no impacts to neighborhood (residential) street segments would occur.

- b) **Less Than Significant Impact.** Within Los Angeles County, the Metropolitan Transportation Authority (Metro) administers the 2010 Congestion Management Plan (CMP), a state mandated program designed to address the impacts of urban congestion on local communities and the region as a whole. The 2010 CMP requires a traffic impact analysis be conducted where a project would (1) add 50 or more peak hour trips to any CMP arterial intersection or (2) where a project would add 150 or more peak hour trips in any direction to a CMP freeway monitoring segment. As previously stated, it is conservatively estimated that the proposed project would generate a minor net increase of 10 daily inbound and 10 daily outbound trips, which would occur outside of the peak hours. Based on the small amount of net new trips generated, the proposed project would result in a less than significant impact on the regional transportation system and a traffic impact analysis pursuant to the CMP is not required. Impacts would be less than significant.
- c) **No Impact.** The proposed project does not propose any uses which would change air traffic patterns or increase air traffic. Therefore, no impacts to air traffic patterns would occur.
- d) **No Impact.** The proposed project would develop a new two-story Fire Station No. 1 to replace the existing station. The proposed project does not include any hazardous design feature such as sharp curves or dangerous intersections on- or off-site, nor does the proposed project propose any hazardous or incompatible uses. Furthermore, there are no existing hazardous design features such as sharp curves or dangerous intersections on-site or in the surrounding project area. No impacts would occur.
- e) **Less Than Significant Impact.** The proposed project would construct a new fire station that would facilitate and improve emergency access for fire trucks and apparatus. Currently, the existing Fire Station No. 1 does not have pull through apparatus bays. As a result, fire trucks and apparatus must back into the existing bays. The proposed new Fire Station No. 1 would include up to new 6 apparatus bays, with 4 being pull through. With the new pull-through bays, fire trucks can enter and exit the project site via 7th Street or 7th Court alley. Therefore, the proposed project would not have adverse impacts on an emergency response plan or emergency evacuation plan. Rather, the proposed project would result in beneficial impacts on emergency access and response. Therefore, impacts would be less than significant.

- f) **No Impact.** The Big Blue Bus serves the City of Santa Monica and has bus routes throughout the area. The proposed project would not disrupt existing bus service nor require the relocation of existing bus stops. Furthermore, the proposed project is located within walking distance (within 0.5 mile) of the future Exposition Light Rail station at 5th Street and Colorado Avenue. Therefore, the proposed project would not conflict with policies, programs, or plans supporting alternative transportation. No impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact.** The project site is currently served by a 10 inch sewer main within 7th Court which connects to a 24 inch sewer line within Broadway. Wastewater is conveyed via this existing sewer main westward to the City's Coastal Interceptor Sewer System (CISS) and then ultimately to the City of Los Angeles' Hyperion Treatment Plant in the City of Los Angeles for treatment. Two flow metering stations for the CISS are located at 415 Pacific Coast Highway and at the 3000 block of Main Street. The CISS system is designed for 51.7 million gallons per day (mgd) at its terminus at the southern City boundary with the City of Los Angeles. Presently the 13.07 mgd average flow at the CISS terminus represents

approximately 25.3 percent of its capacity.²² The Hyperion Treatment Plant has a dry weather capacity of 450 million gallons per day (mgd) and currently processes an average of 340 mgd. The proposed project would develop new commercial and residential uses on the site, resulting in increased wastewater flows. As shown in Table 11 below, the proposed project would generate a net increase of approximately 1,950 gpd of wastewater.

**TABLE 11
PROJECT WASTEWATER GENERATION**

	Size Proposed	Generation Rate	Generation Per Day
Proposed			
Fire Station No. 1	25000	0.15	3,750.00
Existing			
Fire Station No. 1	12000	0.15	1,800.00
		Total Net New	1,950.00

Generation rate from the County of Los Angeles Sanitation District

Pollutant loads for project wastewater flows would not substantially increase from the existing flows at the existing fire station. Furthermore, at the time of final building plan check, a sewer capacity study would be submitted to the City of Santa Monica Public Works Department to ascertain that the existing sewer lines(s) can accommodate project flows. In order to do these studies, the applicants will have to meter the flow of the sewer line(s) that the project will be discharging to (to make sure that d/D is less than 50% with their additional flow) and upsize the sewers accordingly as part of their project. Furthermore, project flows would be within the remaining design capacity of the CISS and the Hyperion Treatment Plant. Therefore, the proposed project would not exceed any wastewater treatment requirements of the Regional Water Quality Control Board, and adequate wastewater treatment capacity exists to serve the proposed project. Impacts would be less than significant.

- b) **Less Than Significant Impact.** The Santa Monica Water Department operates and owns the water infrastructure systems within the City. Currently, the water infrastructure to the project site includes an existing 16-inch water main within 7th Court which connects to a 12-inch water main within Santa Monica Boulevard. The proposed project would redevelop the project site with a new expanded fire station that would replace the existing station. There are no City water demand rates for fire stations. Therefore, the water demand rate for a governmental/institutional use was applied to the proposed project. Based on these water consumption factors, the proposed project would result in a net water demand of approximately 521,950 gallons per year or 1.60 acre foot per year as shown in Table 12. This demand would not be significant increase compared to the projected 2020 water demand for the City of 12,635 acre feet per year.²³ Water conservation measures to be incorporated

²² City of Santa Monica Sewer System Management Plan; online at <http://www01.smgov.net/cityclerk/council/agendas/2009/20090908/s2009090801-N-1.htm>; accessed March 15, 2011.

²³ Santa Monica Urban Water Management Plan 2010.

as part of the project’s LEED Silver Certification would help to reduce this estimated water demand. All water connections to serve the proposed new fire station would be constructed to meet the standards of the Santa Monica Public Works Department. As in current conditions, water demand for firefighting varies as such demand is dependent on the specific fire incident and the frequency of such incidents.

**TABLE 12
PROJECT WATER DEMAND**

	Size Proposed (sf)	Water Demand Rate (gpd)	Demand Per Year (gpy)
Proposed			
Fire Station No. 1	25000	0.11	1,003,750.00
Existing			
Fire Station No. 1	12000	0.11	481,800.00
		Total Net New	521,950.00

* Demand rates for institutional/government uses from the City of Santa Monica Land Use and Circulation EIR, April 2010.

As discussed previously, project wastewater flows of 1,950 gallons per year would be within the remaining design capacity of the CISS and the Hyperion Treatment Plant. Therefore, the proposed project would not require the construction of new water and wastewater treatment facilities or expansion of existing facilities. Impacts would be less than significant.

- c) **Less Than Significant Impact.** Implementation of the proposed project would replace the existing impervious parking lot with new impervious surface areas in the form of a new fire station building and hardscaped areas. Additionally, new pervious surface areas would be introduced with the proposed project’s landscaping and the proposed project would be required to comply with the Urban Runoff Pollution Ordinance. Thus, the amount of stormwater runoff would decrease relative to existing conditions, and the overall amount of run-off is not expected to exceed the capacity of the existing storm drain system. Additionally, the proposed project would include appropriate minor on-site drainage improvements such as roof drains to direct anticipated stormwater flows to existing storm drains and/or catch basins and maintain existing drainage patterns. The proposed project would not require the construction of new major stormwater facilities or the expansion of facilities that would cause significant impacts. Impacts would be less than significant.
- d) **Less Than Significant Impact.** Water for the Santa Monica service area is supplied from both groundwater and imported sources. Six wells are in the Santa Monica Sub basin, and the remaining five wells are in the Charnock Sub basin. In February 2010, the City opened the Santa Monica Water Treatment Plant at the Charnock Well Field. The Metropolitan Water District (MWD) of Southern California delivers imported water from the Colorado River and State Water Project to the City. Table 9 summarizes the net increase in water demand that is anticipated from the proposed project. As previously stated, this demand would not be significant increase compared to the projected 2020 water demand for the City of 15,806 acre feet per year. Therefore, project water demand could be accommodated by the

City's existing and future water supply. Therefore, impacts to the City's water supply would be less than significant.

- e) **Less Than Significant Impact.** See Response XX(b).
- f) **Less Than Significant Impact.** Construction and operation of the proposed project would result in the need for solid waste disposal at the County's landfills.

In particular, construction of the proposed project would generate construction and demolition (C&D) waste such as asphalt, concrete, glass, and wood. Section 8.108.010 Subpart C of the SMMC requires that demolition and/or construction projects greater than \$50,000 or 1000 square feet divert at least 70 percent of C&D material from landfills. As the project would involve the construction of new structures greater than 1,000 square feet, the proposed project would be subject to this diversion requirement. Therefore, via compliance with this ordinance, the project's C&D waste disposal need would be reduced by at least 70 percent. As such, project construction impacts on landfill capacity would be less than significant.

Municipal waste generated in the City is disposed of at several in-County and out of County landfills. In addition, a portion of the wastes are transformed at Waste to Energy facilities. Table 12 shows the landfills and wastes to energy facilities that served the City in 2011. Based on information from the most recent Los Angeles County Countywide Integrated Waste Management Plan Annual Report, the in-County municipal landfills serving the City has a remaining capacity of 115.37 million tons as of January 2010 and a maximum daily capacity of 33,000 tons.

**TABLE 12
SOLID WASTE FACILITIES SERVING CITY OF SANTA MONICA**

	Remaining Capacity (tons)	SWFP Daily Capacity (tons)	City Disposal 2009 (tons)
In County Class III Landfills			
Chiquita Canyon Landfill	7,323,000	6,000	6,722
Lancaster Landfill	13,070,000	1,700	826
Puente Hills Landfill	14,351,000	13,200	73,243
Sunshine Canyon Landfill	80,627,000	12,100	2,096
<i>Subtotal</i>	<i>115,371,000</i>	<i>33,000</i>	<i>82,887</i>
In County Inert Landfills			
Azusa Land Reclamation	46,425,000	6,500	470
Peck Road Gravel Pit	9,374,000	1,210	0
<i>Subtotal</i>	<i>55,799,000</i>	<i>7,710</i>	<i>470</i>
In County Waste to Energy Facilities			
Commerce Refuse To Energy	466,640,000	1,000	15,616
Southeast Resource Recovery	1,602,450,000	2,240	2,209

<i>Subtotal</i>	2,069,090,000	3,240	17,825
Out of County Landfills			
Simi Landfill and Recycling Center	16,000,000	3,500	164
El Sobrante	132,000,000	16,054	437
Bakersfield Metro			1
Frank Bowerman	37,000,000	11,500	10
Olinda Alpha	14,000,000	8,000	108
<i>Subtotal</i>	199,000,000	39,054	720
Total Capacity/ Disposal	2,240,260,000	43,950	84,077
Total Transformed			470
Source: Los Angeles County Countywide Integrated Waste Management Plan 2009 Annual Report; California Department of Resources Recycling and Recovery (CalRecycle) Disposal Reporting System – Jurisdiction Disposal By Facility for Santa Monica 2009			

As shown in Table 14, operation of the proposed project would generate approximately a net increase of 12.65 tons of solid waste per year or 0.03 tons per day. Daily solid waste generated by the project would, therefore, account for less than 0.01 percent of the permitted daily disposal of the in-County landfills serving the City. Furthermore, it should be noted that this figure 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 the City's Source Reduction Recycling Element. Since the project would not represent a substantial portion of the daily permitted tonnage for in-County landfills serving the City, it is anticipated that the landfills would have sufficient capacity to accommodate the project's solid waste disposal needs. As such, operational impacts on landfill capacity would be less than significant.

**TABLE 14 -
PROJECT SOLID WASTE GENERATION**

	Tons Per Year
Proposed	
Fire Station No. 1 (25 ksf)	23.25
Existing	
Fire Station No. 1 (11.4 ksf)	10.60
Net Increase	12.65

**Solid waste generation from the CALEEMOD model based on CalRecycle generation factors.*

- g) **No Impact.** 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% 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 Sustainable City Plan, which includes a number of goals to reduce solid waste disposal. Specifically, solid waste generation is not to exceed 2000 generation levels by 2010, and diversion rate of 70 percent of the total by 2010. The City is updating the Sustainable City Plan to create a Zero Waste Strategic Plan, which would set a zero waste goal (or 90 percent diversion) for 2030.

Section 8.108.010 Subpart C of the SMMC (Construction and Demolition Ordinance) requires that demolition and/or construction projects costing \$50,000 or more, projects 1000 square feet or more, or all demolition only projects divert at least 70 percent of C&D material from landfills. Applicants for construction or demolition permits involving these covered projects shall complete and submit a waste management plan (WMP), on a WMP form approved by the City for this purpose, as part of the application packet for the construction or demolition permit.

The proposed project would not conflict with the goals of AB939, the Source Reduction and Recycling Element, the City's Sustainable City Plan, or the SMMC. During project construction, the City would comply with Section 8.108.010 Subpart C of the SMMC to divert at least 70 percent of C&D material from landfills.²⁴ In accordance with the SMMC, a Waste Management Plan would be prepared prior to commencement of construction work. Additionally, 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. Therefore, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No impacts would occur.

²⁴ Inert wastes are excluded from calculating compliance with this requirement. Inert wastes are defined as non-liquid solid resources including, but not limited to, soil and concrete, that do not contain hazardous waste or soluble pollutants and does not contain significant quantities of decomposable solid resources.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** As discussed in Responses IV(a) through IV(f) above, the project site is located within a highly urbanized area and is completely developed. No biological species or habitat for biological species exists on-site or within the surrounding vicinity. In addition, no Habitat Conservation Plan, Community Conservation Plan, or other approved habitat conservation plans apply to the project site. As such, the proposed project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, as discussed in Responses V(a) through V(d) above, with implementation of mitigation measures, the proposed project would not have the potential to eliminate important examples of major periods of California history or prehistory as no historical resources exist on-site. Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of environment. No impacts would occur.

b) **Less Than Significant Impact.** Cumulative impacts may occur when the proposed project in conjunction with one or more related projects would result an impact that is greater than what would occur with the development of only the proposed project.

With regard to cumulative effects for the issues of agricultural, biological, and mineral resources, the project site is located in an urbanized area and therefore, other developments occurring in the area of the project would largely occur on previously disturbed land and are not anticipated to have an impact. Thus, no cumulative impact to these resources would occur. Impacts related to archaeological resources, paleontological resources, geology/soils, and hazards and hazardous materials are generally confined to a specific site and do not affect off-site areas.

However, the City's approved and pending projects in the vicinity combined with the proposed project may result in cumulative effects in other environmental issue areas due to the aggregate development within an already urbanized area. However, as the following analysis indicates, Project-related impacts that require mitigation measures to reduce the level of significance would not result in cumulative impacts when combined with cumulative growth.

Aesthetics - Project impacts to aesthetics resources have the potential to be cumulatively considerable if project development in conjunction with related project development were to alter existing views and the visual character of nearby aesthetic resources. However, as with the proposed project, related projects would be reviewed on a case-by-case basis by the City to comply with the LUCE and if appropriate, the SMMC regarding, building heights, setbacks, massing and lighting. In addition, projects would be required to undergo site-specific review by the Architectural Review Board regarding building density, design, and light and glare effects. Therefore, it can be expected that no significant impacts with regard to aesthetic resources would occur. Thus, cumulative impacts would be less than significant.

Air Quality - The SCAQMD evaluates a project's cumulative impacts in terms of its relationship with regional emissions. Based on the SCAQMD's recommended methodology, the proposed project would have a significant cumulative impact on air quality if the daily Project vehicle miles traveled (VMT) to daily county-wide VMT ratio exceeds the ratio of daily Project employees to daily county-wide employees. As discussed in Response III(c), the proposed project would have no significant cumulative air quality impacts.

Hydrology and Water Quality - Additionally, related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to the Pacific Ocean. However, related projects would be subject to the City's Urban Stormwater Ordinance requirements for both construction and operation, including development of SWPPPs for construction projects greater than one acre, and SUSMPs, as well as mandatory implementation of BMPs pertaining to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant.

Land Use - As with the proposed project, related projects would be reviewed on a case-by-case basis to ensure consistency with existing land use policies and regulations. Where inconsistencies occur, it is anticipated that discretionary review (e.g., Development Agreement) would be undertaken to ensure that land use impacts would be less than significant. Thus, cumulative land use impacts would be less than significant.

Noise - The proposed project would not generate a significant increase in ambient noise levels. As previously stated, on-site noise sources of the proposed project would primarily be associated with the fire truck sirens and operation of mechanical equipment. However,

such noises already occur at the existing fire station which is located approximately 0.1 mile south of the project site. Therefore, the proposed project's contribution to noise levels would not be considered cumulatively considerable.

Population/Housing – The proposed project would develop a new replacement Fire Station No. 1 building to serve the existing and forecast City population. As the proposed project would not include the development of new residential units, the proposed project would not have any population and housing impacts and thus would not contribute to a cumulative impact with regard to population and housing.

Public Services - Development of the proposed project in conjunction with the related projects would not cumulatively increase the demand for public services. As stated previously, the proposed project consists of the acquisition of property and construction of a new replacement Fire Station No. 1 to serve existing and forecasted population in the City. The new Fire Station No. 1 building would be a replacement for the existing 11,362 square foot Fire Station No. 1 located at 1444 7th Street. The proposed project would not result in a cumulatively considerable increase in the demand for public services.

Traffic – As indicated in Section XIX Transportation/Traffic, the proposed project would result in a net increase of 10 daily inbound and outbound vehicle trips that would occur outside of the peak hours. Therefore, the proposed project's incremental traffic impact would not be cumulatively considerable.

Wastewater, Stormwater, and Water Utilities - Development of the proposed project in conjunction with the related projects would cumulatively increase wastewater generation, water demand, and solid waste disposal needs. Thus, there is potential for a cumulative significant impact on these utilities services and associated infrastructure. However, each related project would be subject to discretionary review by the Santa Monica Department of Public Works and the Water Department to ensure that adequate infrastructure exists. As the service providers conduct ongoing evaluations to ensure that facilities are adequate to serve the forecasted growth of the City, cumulative impacts on wastewater, stormwater, and water utilities are concluded to be less than significant.

Solid Waste - The proposed project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods as well as on an on-going basis during operations. Thus, there is potential for a cumulative significant impact on solid waste. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, each related project would be subject to discretionary review to ensure that appropriate mitigation measures (e.g., implementation of recycling programs, provision of recycling containers, etc) would be implemented to reduce solid waste impacts. Furthermore, the County of Los Angeles conducts ongoing evaluations. In addressing solid waste, the County Sanitation Districts of Los Angeles County prepares an annual report (the County Integrated Waste Management Plan) that analyzes future disposal needs and ensures that landfill capacity is adequate to serve the forecasted disposal needs of the region over the next 15 year planning horizon. With each annual report, the planning horizon is extended by one year, thereby providing sufficient lead time for the County to address any future shortfalls in landfill capacity. Therefore,

- c) **Less Than Significant Impact.** Based on the analysis presented above, implementation of the aforementioned mitigation measures would reduce environmental impacts such that no substantial adverse effects on humans would occur.

MITIGATION MONITORING AND REPORTING PROGRAM

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Fire Station No. 1 Land Exchange and Construction project, proposed in the City of Santa Monica, California. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid significant impacts that have been identified in a Mitigated Negative Declaration. The purpose of the MMRP is to ensure that the required mitigation measures identified in the MND are implemented as part of the overall project implementation.

The following table summarizes the mitigation measures for each issue area identified in the MND for Fire Station No. 1. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. These columns will be filled out by the monitoring agency or party and would document monitoring compliance. Where an impact was identified to be less than significant, no mitigation measures were required.

This MMRP will be used by City staff or the City's consultant to determine compliance with permit conditions. Violations of these conditions may cause the City to revoke the operating permit.

Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>BIO-1 Tree Protection Zone. Prior to commencement of construction activities and/or the removal or planting of any tree species within the public realm, the SMFD shall coordinate with the Santa Monica Public Landscape Division to obtain the proper tree permits and delineate any applicable Tree Protection Zone areas, in compliance with the Santa Monica Tree Code and the Santa Monica Urban Forest Master Plan.</p> <p>BIO-2 Tree Relocation and Removal Plan. If public trees are to be removed or relocated, a Tree Relocation and Removal Plan shall be prepared that clearly identifies the public trees to be impacted, the reasons for the proposed removals or relocations, and shall contain the following information:</p> <ul style="list-style-type: none"> • The appraised value of the tree in relation to its relocation cost • Existing utilities and other elements of the city's infrastructure • The suitability of the tree for relocation, i.e., tree age, health, root and canopy structure • The mature size of the tree • Impact the relocated tree will have on the new site • Long-term and short-term maintenance and irrigation requirements • Chances of surviving relocation 	<p>Santa Monica Public Landscape Division</p>	<p>Santa Monica Public Landscape Division</p>	<p>Prior to issuance of excavation and/or grading permits, whichever comes first; during site preparation</p>	<p>Construction plan review/ site inspection; verification of implementation</p>	

Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<ul style="list-style-type: none"> Public input obtained as part of the project's community design process Environmental benefits of the tree Aesthetic and/or cultural value <p>The final Tree Relocation and Removal Plan shall be approved by the City Council as part of their approval of final project design.</p>					
<p>CUL-1 If archaeological materials are discovered during project grading and excavation activities, all work within a 100-meter radius shall be temporarily ceased. The materials shall be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.</p>	City of Santa Monica Planning and Community Development Department	On-site contractor	Periodically during construction grading	Field inspection signoff	
<p>CUL-2 If paleontological materials are discovered during project grading and excavation activities, all work within a 100-meter radius shall be temporarily ceased. A qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. The qualified paleontologist shall prepare a report of the findings and a copy of the report shall be submitted to the Los Angeles County Natural History Museum.</p>	City of Santa Monica Planning and Community Development Department	On-site contractor	Periodically during construction grading	Field inspection signoff	
<p>GEO-1 Prior to issuance of a grading permit, the City shall contract with a California-licensed Civil Engineer</p>	City of Santa Monica Building	City of Santa Monica Building	Once prior to issuance of	Approval of Geotechnical	

Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>(Geotechnical) to prepare and submit to the Santa Monica Building and Safety Department a site specific design-level geotechnical report addressing seismic and soils hazards (including but not limited to unstable soils, expansive soils, etc.) for the proposed project. The report shall be performed in accordance with the most current Santa Monica Guidelines for Geotechnical Reports. The requirements and recommendations, as established in the Geotechnical Report project shall be implemented in the design of the project, including but not limited to measures associated with grading (site preparation, compaction, materials, utility trench backfill, shrinkage), foundation design (foundation reinforcement, lateral design, settlement), retaining wall design (including waterproofing, drainage, and backfill), temporary excavations, shoring, slab-on-grade construction, overall site drainage, stormwater disposal, design review, and construction monitoring). Permits shall not be issued for grading or construction until the Santa Monica Building and Safety Department has reviewed and approved project plans.</p>	<p>and Safety Division</p>	<p>and Safety Division</p>	<p>grading permit and Periodically during construction</p>	<p>Report and field inspection signoff</p>	
<p>CON 1 Construction Impact Mitigation Plan. The applicant shall prepare, implement, and maintain a Construction Impact Mitigation Plan which shall be designed to:</p> <ul style="list-style-type: none"> o Prevent traffic impacts on the surrounding roadway network. o Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable. o Ensure safety for both those constructing the 	<p>City of Santa Monica Public Works Department, Planning and Community Development Department, Fire Department, and Police Department</p>	<p>City of Santa Monica Public Works Department, Planning and Community Development Department, Fire Department, and Police Department</p>	<p>Once Prior to Construction and Throughout Construction</p>	<p>Preparation of a Construction Impact Mitigation Plan and appropriate signoff by the City</p>	

Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>project and the surrounding community.</p> <ul style="list-style-type: none"> o Prevent truck traffic through residential neighborhoods by establishing truck routes that utilize non-residential streets. <p>The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Public Works Department, Fire, Planning and Community Development and Police to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to building permit issuance for the project. It shall at a minimum, include the following:</p> <p>Ongoing requirements throughout the duration of construction:</p> <ul style="list-style-type: none"> o A detailed traffic control plan for work zones shall be maintained which includes, at a minimum, accurate existing and proposed: 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. Such plans must be reviewed and approved by the Transportation Management Division prior to building permit issuance and implemented in accordance with this approval. o Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM, including 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 					

Mitigation Measure	Enforcement Agency	Monitoring Agency	Monitoring Phase and Frequency	Action Indicating Compliance	Compliance Check
<p>issuance of an after-hours construction permit.</p> <ul style="list-style-type: none"> o Streets and equipment should be cleaned in accordance with Santa Monica's established Environmental and Public Works Management (EPWM) requirements. o Trucks shall only travel on a City approved construction route. Truck queuing/staging shall not be allowed on Santa Monica Streets. Limited queuing may occur on the construction site itself. o Materials and equipment should be minimally visible to the public; the preferred location for materials is to be on-site, 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. o Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division. 					

RESPONSES TO COMMENTS ON THE PUBLIC REVIEW DRAFT IS/MND

The Initial Study/Mitigated Negative Declaration and Neighborhood Impact Statement Checklist (MND) for the Fire Station No. 1 Project was circulated for review and comment for a 30-day public review period that began on August 8, 2012, and concluded on September 8, 2012. The Notice of Intent (NOI) to adopt the MND was posted with the Los Angeles County Clerk and the State Clearinghouse, mailed to all owners and occupants within 500 feet of the project site boundaries, made available on the City's website, distributed to all relevant public agencies, and mailed to all City neighborhood groups. Three comment letters were received during the public review period:

- Native American Heritage Commission
- California Department of Transportation
- Tistaert Dental

The complete text of the comments and the City's response to those comments are presented in this section, with written comments reproduced in their entirety, and the responses to those comments presented thereafter. CEQA does not require written responses to comments received on an MND; however, the City has reviewed the comments received and prepared these responses to provide full information to the decision-makers and the public

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



AUG 20 P 3:10

CITY OF SANTA MONICA
CITY PLANNING/PPD

August 16, 2012

Ms. Rachel Kwok, Project Planner
**City of Santa Monica Planning and
Community Development Department**
1685 Main Street
Santa Monica, CA 90401

Re: SCH#2012081025; CEQA Notice of Completion; Initial Study (IS) and proposed Mitigated Negative Declaration for the "Fire Station No. 1 Land Exchange and Construction Project;" located in the City of Santa Monica; Los Angeles County, California.

Dear Ms. Kwok:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96.

Comment 1-1



Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built

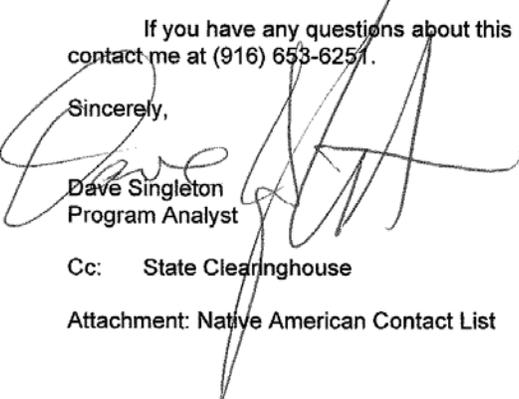
Comment 1-1
(cont'd)

around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Comment 1-1
(cont'd)

Native American Contacts

Los Angeles County
August 16, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
Gabrielino Tongva
(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Response 1-1

As discussed in the Cultural Resources section of the MND prepared for the proposed project, the project site is located within a highly urbanized area and has been developed for a number of years. Therefore, any archaeological resources on the site would likely have already been uncovered. Nonetheless, since the proposed project would require excavation for the subterranean parking, there is a potential to uncover archaeological resources that were never previously discovered. Mitigation measures have been proposed to reduce potential impacts on archaeological and paleontological resources to less than significant. Any discovery of human remains would be treated in accordance with federal, State and local guidelines for disclosure, recovery, preservation, and curation, as appropriate. Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and Section 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the County coroner or medical examiner can determine whether the remains are those of a Native American.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

CITY OF SANTA MONICA
CITY PLANNING/PIPD



*Flex your power!
Be energy efficient!*

12 AUG 16 AIO:17

August 14, 2012

Ms. Rachel Kwok
City of Santa Monica
1685 Main Street
Santa Monica, CA 90401

Re: Proposed Fire Station No. 1
7th Street and Santa Monica Blvd.
Vic: SR-1/I-10
IGR/CEQA No. 120815/ZJ-ND
SCH# 2012081025

Dear Ms: Rachel Kwok:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the proposed construction of Fire Station Number 1 (No. 1). The project site is located at 1337-45 7th Street in the City of Santa Monica California.

This proposed project is located some distance from State Route 1 and Interstate 10 (SR-1/I-10) right-of-way. Caltrans do not expect project approval to result into a direct adverse impact to the existing State transportation facilities.

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommend that large size truck trips be limited to off-peak commute periods.

If you have any questions regarding our comments, please call project coordinator Zeron Jefferson at (213) 897-0219 or DiAnna Watson at (213) 897-9140. Please refer to our record number 1020815/ZJ.

Sincerely,

DiAnna Watson
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Comment 2-1

"Caltrans improves mobility across California"



Response 2-1

A transportation permit for the use of oversized-transport vehicles on State highways Department will be requested of Caltrans, if necessary. The comment recommending that large size truck trips be limited to off-peak periods is noted for the record and will be forwarded to decision-makers for review and consideration.

TISTAERT DENTAL

Glen A. Tistaert, DDS

Cosmetic & Implant Dentistry
General Dentistry

1333 Seventh Street Santa Monica CA 90401 (310) 394-2661 FAX (310) 451-8971
GTistaert@AOL.com www.tistaertdental.com

CITY OF SANTA MONICA
CITY PLANNING/PPD

12 AUG 23 P4:17

August 16, 2012

Rachel Kwok
Environmental Planner
1685 Main Street Rm 212
Santa Monica CA 90401

Thinking Small

Placing a fire station at 1337-45 7th St is a case of "thinking small" and not "planning for the future."

When there were small California wooden bungalows, next door to the 7th St. Fire Station #1, even if one of these caught on fire, the fireman could have run outside the station, with hoses, and knocked the fire down and put it out in short order.

In the event of an earthquake, not much was apt to fall "uphill" from the one story California bungalow on to the roof of the two story Fire Station.

Enter now with 5 story multiuse buildings next to the Fire Station. Given stricter earthquake and fire standards, the possibility of a catastrophic event is less – but it cannot be ruled out.

The City is growing by "leaps and bounds." All one has to do is drive around and see what Santa Monica looks like today verses when Fire Station #1 was built. And, we are talking about 3 hotel buildings at 7th & Wilshire, 2 new 4/5 story multi-use buildings @ 702 Arizona and next door on 7th -- 1317. The Miramar is looking at 12 stories and high density development. We are going to have the Expo Rail terminals with thousands of people to watch over for fire, earthquake and medical problems like heart attacks and Heaven forbid no events caused by "nuts" or terrorists. These are only a few of the developments.

The Fire Department has not grown enough to kept pace with what has happened to Santa Monica, in terms of present growth, or to account for coming growth to Santa Monica.

The Santa Monica Fire Department has a top rating, but the growth of Santa Monica may be somewhat nebulous in terms of accountability – one day you have a nice looking grass lawn and a week later it suddenly needs mowing – the synchronization between the fire department size and equipment vs the growth of Santa Monica might be looked at the same way as the "grass lawn."

Building a Fire Station one lot wider than the present 7th Street Station is laughable. It is totally inadequate.

My recommendation would be two fold:

Comment 3-1

Comment 3-2

1. The 7th St Fire Station #1 be left where it is. Fire Station #1 would become a "Satellite" Station.
2. Find an area where you can develop a "large secure compound" area for a new Main Santa Monica Fire Station.

I looked at the 14th & Santa Monica Blvd empty used car lot. To me this type of a location would be highly desirable for a Main Station. This property has Santa Monica Blvd, on one side, 14th Street, on the second side, the alley on the third side, and seemingly a possibility of acquiring the buildings to the north to increase land holdings and to provide open 4th side safety zone. Doing this would provide a "secure compound" where the Main Station is not apt to be "taken down" or "taken out of commission" by either minor or catastrophic events.

There is a seemingly un-used parking lot from the alley to 15th St. If this were available, this would give the Fire Station both a "drive thru" ability and an "escape route" if something were to block the 14th St. doors. (see Google maps)

The signals could be regulated by the Fire Station, so all traffic could be stopped.

I spoke to Steve Taub, and he said the property is "for sale."

I have talked to other people, some of whom give me a strange look when I mention Steve Taub's property. I do not know what they know and I do not know, if anything.

The Expo Line is going to have a station at 17th and Colorado, the old Papermate Pen site, and lots of stuff is up this direction. Moving the Main Station further East seems favorable to me. You could run north to Montana and Gillette Region square and south to Bergamont Station and the Expo Station and the Pico corridor and service the hospitals on 15th and 20th and the other buildings of this area.

There is a saying "A bird in the hand is worth two in the bush." If you leave the existing fire stations, no one is going to take that away from the City. If you venture out and start moving an existing station (Main Fire Station #1), what happens if the State comes in and robs the funds in the middle? If the City finds a new large "secure site," for a Main station and the State finds a way to take City General Funds, it would seem the worst would be that construction is slowed down, but the City would still at least have present coverage.

As far as the Verizon Property goes @ 1337-45 7th St, it is inadequate and there is a Main City Library Parking garage across the street that is both quite busy and experiences minor accidents on a regular basis. No one wants to hear, from the fire commander – "As soon as we get the auto accident, in 7th Street, cleared up, we will pull our engines out and respond to the fire." Or, "our engine company had a collision with one of the cars coming out of the Library Parking garage and it will be delayed!" *(there has already been an accident @ 7th & Arizona where the Paramedics were "immediately" on scene because their own engine was involved – there is too much traffic here for a New Main Fire Station and frankly the drivers, bike riders, and pedestrians are too unpredictable often times).*

Comment 3-3

Comment 3-4

Does this traffic stream Pictured look like something
you
want to take fire engines out into?

During the routine day the Main Library Parking looks like a “beehive” of activity as seen in the photos.

7th Street has a constant line of cars backed up down the block, at the Santa Monica Blvd signal, during a regular day.

Often times the intersection @ 7th and Santa Monica Blvd has a traffic jam going and nothing is moving.

There are constant minor accidents that occur in 7th St., by the Library, with the north bound cars skirting around the cars waiting to turn into the Library lot and 2 layers of south bound cars – one headed south and one lane waiting to turn into the Library Parking. What you see is four lanes of car activity on a two lane street with cross traffic coming out of the Library lot. This is not a street to suddenly inject a fire station exit on to.

Plus there are many trucks as seen in the picture, traveling up and down 7th that represent a formidable accident potential to fire engines coming out of a station.

When the 7th Street Fire Station #1 was built, anyone could easily have played football in 7th Street with little to no interruption from cars.

In the era when 7th Street Fire Station #1 was built, a “blind man” could easily have driven a fire engine out of the station with little likelihood of hitting a car. This is definitely not true today!

Santa Monica needs a new large isolated and secure property with limited surrounding traffic and easily controlled traffic flow.

The Fire department is an integral part of our lives; we depend on them for Paramedics, Haz Met, and Fire.

Just as Osama Bin Laden had a compound, we need a safe large compound in which to house our Fire Department so in the event of a disaster, the Fire Department is not part of it.

Daniel Tratel Mobil Home Park, on Colorado; 14th and Santa Monica Blvd. and numerous other locations are possibilities.

C Fire Station Photos 8-16-12 c4d.doc

Comment 3-5

Response 3-1

The commenter provides anecdotal evidence regarding past fire incidents and risks and states that today, there are greater risks of “catastrophic events”. As this comment is not related to the environmental analysis provided in the MND, no further response is provided. However, this comment is noted and will be forwarded to and considered by decision-makers prior to project approval.

Response 3-2

The commenter states that the Santa Monica Fire Department has not kept up with the pace of growth despite its high rating and further comments that the new proposed site of the fire station would still be inadequate.

The new Fire Station No. 1 building would be approximately 25,000 square feet and would be a replacement for the existing 11,362 square foot Fire Station No. 1 located at 1444 7th Street. The existing Fire Station No. 1 was built in 1955 and has surpassed its expected useful life span as a “Critical Facility.” A City-commissioned structural evaluation has indicated that the existing facility is in need of seismic retrofitting, facility upgrades and building improvements required to comply with the Americans with Disabilities Act.

Fire Station No. 1 has a service area that covers Downtown Santa Monica and extends from Olympic Boulevard to the south, Ocean Avenue to the west, Adelaide Drive to the north, and 11th Street to the east. A full range of options, including rebuilding the existing station at its current location (1444 7th Street), acquiring adjacent land to expand the station footprint, and building a new station elsewhere in the District. In the course of this investigation, many of the options were eliminated due to adverse impacts on emergency response times, overall operational inefficiencies, and functional infeasibility.

In 2010, the Fire Department refined its criteria, focusing the site search on the area bounded by Santa Monica Boulevard to the south, Washington Avenue to the north, 5th Court to the west, and 7th Court to the east. It was determined that the new fire station would require a site of at least 22,500 square feet with 150 feet of street frontage. This size would enable the Fire Department to keep a minimum of five apparatus bays on site, the minimum requirement for fifty-year growth. A new fire station on a larger site is necessary to support the Fire Department’s operating and service needs.

Response 3-3

The commenter states that the existing fire station should remain as is and serve as a satellite facility and a new main fire station should be built at 14th and Santa Monica Boulevard.

The current fire station location is functionally obsolete and retrofitting the existing facility would not meet current and future service demands for a fire station that serves Downtown and the northwestern portion of Santa Monica. A fire station on a larger site located within the station's

core response area is necessary. Based on this criterion, the Fire Department identified the area bounded by Santa Monica Boulevard to the south, Washington Avenue to the north, 5th Court to the west, and 7th Court to the east as the optimal location for the new fire station. A fire station located at 14th and Santa Monica Boulevard would be outside of this area.

Response 3-4

The commenter states that the proposed site of the new fire station is inadequate given the amount of traffic on 7th Street. As stated in the MND, the proposed site of the new fire station is located approximately 530 feet north of the existing fire station, which is also located on 7th Street. As in current conditions, fire and emergency vehicles responding to incidents would be equipped with sirens and alarms to facilitate emergency response along traveled streets. However, this comment is noted and will be forwarded to and considered by decision-makers prior to project approval.

Response 1-5

The commenter repeats the previous comments regarding traffic surrounding the proposed site of the new fire station and proposes that the project be located at an alternate site. The commenter also provides attachment of photos showing the project site. Please see Responses 3-3 and 3-4.

APPENDIX A

Fire Statino No. 1
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	25	1000sqft

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison

Climate Zone 8 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics -
 Land Use - 25,000 sf fire station with net increase of 10 staff
 Construction Phase - demolition: 2 months; site preparation/grading: 4 months; building construction 18 months
 Grading - 25 feet in depth of excavation * 0.52 acres = 21000 cubic yards of export for subterranean parking
 Vehicle Trips - assumes single occupancy vehicles per SMFD staff personnel; 100% all fire personnel commute trips; no delivery trips
 Construction Off-road Equipment Mitigation -
 Mobile Land Use Mitigation -

Area Mitigation -
Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	3.67	30.46	19.09	0.04	62.08	1.76	63.84	0.45	1.70	2.15	0.00	4,151.66	0.00	0.26	0.00	4,157.20
2014	34.51	15.67	11.52	0.02	0.23	1.11	1.35	0.00	1.11	1.11	0.00	2,138.65	0.00	0.21	0.00	2,142.99
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	3.67	30.46	19.09	0.04	61.65	1.76	63.41	0.22	1.70	1.92	0.00	4,151.66	0.00	0.26	0.00	4,157.20
2014	34.51	15.67	11.52	0.02	0.23	1.11	1.35	0.00	1.11	1.11	0.00	2,138.65	0.00	0.21	0.00	2,142.99
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	77.28	0.00	0.00	0.00	77.75
Mobile	0.14	0.33	1.41	0.00	0.29	0.02	0.30	0.00	0.01	0.02	0.00	262.29	0.00	0.01	0.01	262.50
Total	0.80	0.39	1.46	0.00	0.29	0.02	0.30	0.00	0.01	0.02	0.01	339.57	0.00	0.01	0.00	340.25

Mitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.35	0.00	0.00	0.00	66.75
Mobile	0.14	0.33	1.41	0.00	0.29	0.02	0.30	0.00	0.01	0.02	0.00	262.29	0.00	0.01	0.01	262.50
Total	0.80	0.39	1.46	0.00	0.29	0.02	0.30	0.00	0.01	0.02	0.01	328.64	0.00	0.01	0.00	329.25

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04	1.04	1.04	1.04		1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.00	1.04	1.04	0.00	1.04	1.04		1,476.12		0.18		1,479.88

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
Total	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40

3.2 Demolition - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.00	1.04	1.04	0.00	1.04	1.04	0.00	1,476.12		0.18		1,479.88

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
Total	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.11	0.00	0.11	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01	0.81	0.81	0.81	0.81	0.81	0.81		1,402.64		0.15		1,405.88
Total	1.72	12.58	8.68	0.01	0.11	0.81	0.92	0.00	0.81	0.81		1,402.64		0.15		1,405.88

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		53.63		0.00		53.70
Total	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		53.63		0.00		53.70

3.3 Site Preparation - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.05	0.00	0.05	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01	0.81	0.81	0.81	0.81	0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	1.72	12.58	8.68	0.01	0.05	0.81	0.86	0.00	0.81	0.81	0.00	1,402.64		0.15		1,405.88

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		53.63		0.00		53.70
Total	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		53.63		0.00		53.70

3.4 Grading - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.79	0.00	0.79	0.42	0.00	0.42						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.79	1.04	1.83	0.42	1.04	1.46		1,476.12		0.18		1,479.88

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.61	16.50	8.94	0.02	61.16	0.71	61.88	0.03	0.66	0.68		2,568.27		0.08		2,569.92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
Total	1.67	16.56	9.58	0.02	61.29	0.71	62.01	0.03	0.66	0.69		2,675.53		0.09		2,677.32

3.4 Grading - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.35	0.00	0.35	0.19	0.00	0.19						0.00
Off-Road	2.00	13.91	9.51	0.02	1.04	1.04	1.04	1.04	1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	2.00	13.91	9.51	0.02	0.35	1.04	1.39	0.19	1.04	1.23	0.00	1,476.12		0.18		1,479.88

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	1.61	16.50	8.94	0.02	61.16	0.71	61.88	0.03	0.66	0.68		2,568.27		0.08		2,569.92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
Total	1.67	16.56	9.58	0.02	61.29	0.71	62.01	0.03	0.66	0.69		2,675.53		0.09		2,677.32

3.5 Building Construction - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.65	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.67		0.00		108.73
Worker	0.04	0.04	0.52	0.00	0.10	0.00	0.11	0.00	0.00	0.00		85.81		0.00		85.92
Total	0.10	0.69	0.92	0.00	0.14	0.02	0.17	0.00	0.02	0.02		194.48		0.00		194.65

3.5 Building Construction - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	2.20	16.33	10.77	0.02	1.04	1.04	1.04	1.04	1.04	1.04	0.00	1,945.40	0.20			1,949.52
Total	2.20	16.33	10.77	0.02	1.04	1.04	1.04	1.04	1.04	1.04	0.00	1,945.40	0.20			1,949.52

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Vendor	0.06	0.65	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	108.67	0.00	0.00		108.73
Worker	0.04	0.04	0.52	0.00	0.10	0.00	0.11	0.00	0.00	0.00	0.00	85.81	0.00	0.00		85.92
Total	0.10	0.69	0.92	0.00	0.14	0.02	0.17	0.00	0.02	0.02	0.00	194.48	0.00	0.00		194.65

3.5 Building Construction - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	2.02	15.03	10.68	0.02	0.92	0.92	0.92	0.92	0.92	0.92		1,945.40		0.18		1,949.18
Total	2.02	15.03	10.68	0.02	0.92	0.92	0.92	0.92	0.92	0.92		1,945.40		0.18		1,949.18

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.60	0.36	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.94		0.00		108.99
Worker	0.04	0.04	0.48	0.00	0.10	0.00	0.11	0.00	0.00	0.00		84.32		0.00		84.42
Total	0.09	0.64	0.84	0.00	0.14	0.02	0.17	0.00	0.02	0.02		193.26		0.00		193.41

3.5 Building Construction - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
Total	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.60	0.36	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.94		0.00		108.99
Worker	0.04	0.04	0.48	0.00	0.10	0.00	0.11	0.00	0.00	0.00		84.32		0.00		84.42
Total	0.09	0.64	0.84	0.00	0.14	0.02	0.17	0.00	0.02	0.02		193.26		0.00		193.41

3.6 Paving - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10		1,408.52		0.20		1,412.63
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10		1,408.52		0.20		1,412.63

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.07	0.00	0.23	0.01	0.24	0.00	0.01	0.01		189.72		0.01		189.94
Total	0.09	0.09	1.07	0.00	0.23	0.01	0.24	0.00	0.01	0.01		189.72		0.01		189.94

3.6 Paving - 2014

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	2.18	13.77	9.69	0.02	1.10	1.10	1.10	1.10	1.10	1.10	0.00	1,408.52		0.20		1,412.63
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	2.18	13.77	9.69	0.02	1.10	1.10	1.10	1.10	1.10	1.10	0.00	1,408.52		0.20		1,412.63

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.07	0.00	0.23	0.01	0.24	0.00	0.01	0.01		189.72		0.01		189.94
Total	0.09	0.09	1.07	0.00	0.23	0.01	0.24	0.00	0.01	0.01		189.72		0.01		189.94

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	34.05					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	34.50	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		21.08		0.00		21.10
Total	0.01	0.01	0.12	0.00	0.03	0.00	0.03		0.00	0.00		21.08		0.00		21.10

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	34.05					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	34.50	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				0.00		0.00
Vendor	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				0.00		0.00
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		21.08		0.00		21.10
Total	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		21.08		0.00		21.10

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	0.14	0.33	1.41	0.00	0.29	0.02	0.30	0.00	0.01	0.02		262.29		0.01		262.50
Unmitigated	0.14	0.33	1.41	0.00	0.29	0.02	0.30	0.00	0.01	0.02		262.29		0.01		262.50
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Government Office Building	25.00	25.00	25.00	86,450	86,450
Total	25.00	25.00	25.00	86,450	86,450

4.3 Trip Type Information

Land Use	Miles				Trip %
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	
Government Office Building	9.50	7.30	7.30	100.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
NaturalGas Mitigated	0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.35	0.00	0.00	0.00	66.75
NaturalGas Unmitigated	0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	77.28	0.00	0.00	0.00	77.75
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Government Office Building	656.849	0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	77.28	0.00	0.00	0.00	77.75
Total		0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	77.28	0.00	0.00	0.00	77.75

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Government Office Building	0.563973	0.01	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.35	0.00	0.00	0.00	66.75
Total		0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00		66.35		0.00	0.00	66.75

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Leafblower
- No Hearths Installed

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.16					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.50					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.66	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

Fire Statino No. 1
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	25	1000sqft

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison

Climate Zone 8 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics -
 Land Use - 25,000 sf fire station with net increase of 10 staff
 Construction Phase - demolition: 2 months; site preparation/grading: 4 months; building construction 18 months
 Grading - 25 feet in depth of excavation * 0.52 acres = 21000 cubic yards of export for subterranean parking
 Vehicle Trips - assumes single occupancy vehicles per SMFD staff personnel; 100% all fire personnel commute trips; no delivery trips
 Construction Off-road Equipment Mitigation -
 Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	0.35	2.73	1.82	0.00	2.38	0.17	2.55	0.02	0.16	0.18	0.00	321.78	321.78	0.03	0.00	322.32
2014	0.55	1.91	1.41	0.00	0.02	0.12	0.13	0.00	0.12	0.12	0.00	235.20	235.20	0.02	0.00	235.64
Total	0.90	4.64	3.23	0.00	2.40	0.29	2.68	0.02	0.28	0.30	0.00	556.98	556.98	0.05	0.00	557.96

Mitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	0.35	2.73	1.82	0.00	2.37	0.17	2.53	0.01	0.16	0.17	0.00	321.78	321.78	0.03	0.00	322.32
2014	0.55	1.91	1.41	0.00	0.02	0.12	0.13	0.00	0.12	0.12	0.00	235.20	235.20	0.02	0.00	235.64
Total	0.90	4.64	3.23	0.00	2.39	0.29	2.66	0.01	0.28	0.29	0.00	556.98	556.98	0.05	0.00	557.96

2.2 Overall Operational

Unmitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	126.38	126.38	0.01	0.00	127.17
Mobile	0.02	0.06	0.25	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	41.22	41.22	0.00	0.00	41.25
Waste						0.00	0.00		0.00	0.00	4.72	0.00	4.72	0.28	0.00	10.58
Water						0.00	0.00		0.00	0.00	0.00	28.70	28.70	0.15	0.00	33.23
Total	0.14	0.07	0.26	0.00	0.05	0.00	0.05	0.00	0.00	0.00	4.72	196.30	201.02	0.44	0.00	212.23

2.2 Overall Operational

Mitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	118.29	118.29	0.01	0.00	119.03
Mobile	0.02	0.06	0.25	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	41.22	41.22	0.00	0.00	41.25
Waste						0.00	0.00	0.00	0.00	0.00	4.72	0.00	4.72	0.28	0.00	10.58
Water						0.00	0.00	0.00	0.00	0.00	0.00	28.70	28.70	0.15	0.00	33.23
Total	0.14	0.07	0.26	0.00	0.05	0.00	0.05	0.00	0.00	0.00	4.72	188.21	192.93	0.44	0.00	204.09

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2013

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.08	0.05	0.00		0.01	0.01		0.01	0.01	0.00	7.36	7.36	0.00	0.00	7.38
Total	0.01	0.08	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	7.36	7.36	0.00	0.00	7.38

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50

3.2 Demolition - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.08	0.05	0.00		0.01	0.01		0.01	0.01	0.00	7.36	7.36	0.00	0.00	7.38
Total	0.01	0.08	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	7.36	7.36	0.00	0.00	7.38

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.18	3.18	0.00	0.00	0.00	3.19
Total	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.18	3.18	0.00	0.00	0.00	3.19

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.11
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.11

3.3 Site Preparation - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.18	0.00	0.00	0.00	3.19
Total	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.18	0.00	0.00	0.00	3.19

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.11
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.11

3.4 Grading - 2013

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.03	0.00	0.03	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.09	0.59	0.40	0.00		0.04	0.04		0.04	0.04	0.00	56.90	56.90	0.01	0.00	57.04
Total	0.09	0.59	0.40	0.00	0.03	0.04	0.07	0.02	0.04	0.06	0.00	56.90	56.90	0.01	0.00	57.04

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.07	0.70	0.40	0.00	2.33	0.03	2.37	0.00	0.03	0.03	0.00	98.82	98.82	0.00	0.00	98.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.89	3.89	0.00	0.00	3.90
Total	0.07	0.70	0.43	0.00	2.34	0.03	2.38	0.00	0.03	0.03	0.00	102.71	102.71	0.00	0.00	102.79

3.4 Grading - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.09	0.59	0.40	0.00		0.04	0.04		0.04	0.04	0.00	56.90	56.90	0.01	0.00	0.00	57.04
Total	0.09	0.59	0.40	0.00	0.02	0.04	0.06	0.01	0.04	0.05	0.00	56.90	56.90	0.01	0.00	0.00	57.04

Mitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.07	0.70	0.40	0.00	2.33	0.03	2.37	0.00	0.03	0.03	0.00	98.82	98.82	0.00	0.00	0.00	98.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	3.89	3.89	0.00	0.00	0.00	3.90
Total	0.07	0.70	0.43	0.00	2.34	0.03	2.38	0.00	0.03	0.03	0.00	102.71	102.71	0.00	0.00	0.00	102.79

3.5 Building Construction - 2013

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.17	1.27	0.84	0.00		0.08	0.08		0.08	0.08	0.00	137.62	137.62	0.01	0.00	137.91
Total	0.17	1.27	0.84	0.00		0.08	0.08		0.08	0.08	0.00	137.62	137.62	0.01	0.00	137.91

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.67	7.67	0.00	0.00	7.67
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.72	5.72	0.00	0.00	5.73
Total	0.00	0.05	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	13.39	13.39	0.00	0.00	13.40

3.5 Building Construction - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.17	1.27	0.84	0.00		0.08	0.08		0.08	0.08	0.00	137.62	137.62	0.01	0.00	137.91
Total	0.17	1.27	0.84	0.00		0.08	0.08		0.08	0.08	0.00	137.62	137.62	0.01	0.00	137.91

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.67	7.67	0.00	0.00	7.67
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.72	5.72	0.00	0.00	5.73
Total	0.00	0.05	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	13.39	13.39	0.00	0.00	13.40

3.5 Building Construction - 2014

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.24	1.78	1.27	0.00		0.11	0.11		0.11	0.11	0.00	209.08	209.08	0.02	0.00	209.48
Total	0.24	1.78	1.27	0.00		0.11	0.11		0.11	0.11	0.00	209.08	209.08	0.02	0.00	209.48

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.07	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	11.67	11.67	0.00	0.00	11.68
Worker	0.00	0.01	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.54	8.54	0.00	0.00	8.55
Total	0.01	0.08	0.10	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	20.21	20.21	0.00	0.00	20.23

3.5 Building Construction - 2014

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.24	1.78	1.27	0.00		0.11	0.11		0.11	0.11	0.00	209.08	209.08	0.02	0.00	209.48
Total	0.24	1.78	1.27	0.00		0.11	0.11		0.11	0.11	0.00	209.08	209.08	0.02	0.00	209.48

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.07	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	11.67	11.67	0.00	0.00	11.68
Worker	0.00	0.01	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.54	8.54	0.00	0.00	8.55
Total	0.01	0.08	0.10	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	20.21	20.21	0.00	0.00	20.23

3.6 Paving - 2014

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road Paving	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	0.00	0.00	0.00	3.20
Total	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	0.00	0.00	0.00	3.20

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41

3.6 Paving - 2014

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	0.00	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	0.00	0.00	0.00	3.20

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	0.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.17	2.17	0.00	0.00	0.00	2.17
Total	0.29	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.17	2.17	0.00	0.00	0.00	2.17

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	0.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.17	2.17	0.00	0.00	0.00	2.17
Total	0.29	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.17	2.17	0.00	0.00	0.00	2.17

Mitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	0.02	0.06	0.25	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	41.22	41.22	0.00	0.00	41.25
Unmitigated	0.02	0.06	0.25	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	41.22	41.22	0.00	0.00	41.25
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Government Office Building	25.00	25.00	25.00	86,450	86,450
Total	25.00	25.00	25.00	86,450	86,450

4.3 Trip Type Information

Land Use	Miles				Trip %
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	
Government Office Building	9.50	7.30	7.30	100.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
tons/yr																	
MT/yr																	
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	107.30	107.30	0.00	0.00	0.00	107.97
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	113.58	113.58	0.01	0.00	0.00	114.30
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	10.98	10.98	0.00	0.00	0.00	11.05
NaturalGas Unmitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	12.79	12.79	0.00	0.00	0.00	12.87
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
MT/yr																	
Government Office Building	kBTU																
	239750	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.79	12.79	0.00	0.00	12.87
Total		0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.79	12.79	0.00	0.00	12.87

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Government Office Building	205850	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.98	0.00	0.00	11.05
Total		0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.98	0.00	0.00	11.05

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh	tons/yr										MT/yr				
		ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e							
Government Office Building	390500					113.58	0.01	0.00	114.30							
Total						113.58	0.01	0.00	114.30							

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
	kWh	tons/yr							MT/yr	
Government Office Building	368900					107.30	0.00	0.00	107.97	
Total						107.30	0.00	0.00	107.97	

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Leafblower
- No Hearths Installed

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Mitigated	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Architectural Coating	0.03					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr							MT/yr	
Mitigated					28.70	0.15	0.00	33.23	
Unmitigated					28.70	0.15	0.00	33.23	
Total	NA								

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	Mgal	tons/yr							MT/yr	
Government Office Building	4.96649 / 3.04398					28.70	0.15	0.00	33.23	
Total						28.70	0.15	0.00	33.23	

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr							
Government Office Building	4.96649 / 3.04398					28.70	0.15	0.00	33.23
Total						28.70	0.15	0.00	33.23

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr							
Mitigated					4.72	0.28	0.00	10.58
Unmitigated					4.72	0.28	0.00	10.58
Total	NA							

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr							
Government Office Building	23.25					4.72	0.28	0.00	10.58
Total						4.72	0.28	0.00	10.58

Mitigated

Land Use	Waste Disposed tons	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr							
Government Office Building	23.25					4.72	0.28	0.00	10.58
Total						4.72	0.28	0.00	10.58

9.0 Vegetation

APPENDIX B

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 07/09/2012
 Case Description: Fire Station No. 1 - Demolition

**** Receptor #1 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Residential at 7th/SM	Residential	65.0	60.0	60.0

Description	Equipment					
	Impact Device	Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Concrete Saw	No	20	89.6	200.0	0.0	
Dozer	No	40	85.0	200.0	0.0	
Front End Loader	No	40	79.1	200.0	0.0	
Backhoe	No	40	80.0	200.0	0.0	
Dump Truck	No	40	76.5	200.0	0.0	

Equipment	Results												
	Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night
Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	77.5	70.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	73.0	69.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	67.1	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.4	60.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	77.5	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 07/09/2012
 Case Description: Fire Station No. 1 - Site Grading

**** Receptor #1 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Residential at 7th/SM	Residential	65.0	60.0	60.0

Description	Equipment					
	Impact Device	Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Excavator	No	40	80.7		200.0	0.0
Dozer	No	40	85.0		200.0	0.0
Front End Loader	No	40	79.1		200.0	0.0
Grader	No	40	85.0		200.0	0.0
Dump Truck	No	40	76.5		200.0	0.0
Backhoe	No	40	77.6		200.0	0.0

Equipment	Results												
	Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night
Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	68.7	64.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	73.0	69.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	67.1	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	73.0	69.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	64.4	60.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	65.5	61.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	73.0	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 07/09/2012
 Case Description: Fire Station No. 1 - building construction

**** Receptor #1 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Residential at 7th/SM	Residential	65.0	60.0	60.0

Description	Equipment				
	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Receptor Lmax (dBA)	Estimated Distance Shielding (dBA)
Crane	No	16	80.6	200.0	0.0
Forklift	No	40	75.0	200.0	0.0
Forklift	No	40	75.0	200.0	0.0
Front End Loader	No	40	79.1	200.0	0.0
Backhoe	No	40	77.6	200.0	0.0

Equipment	Results												
	Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night
Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	68.5	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Forklift	63.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Forklift	63.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Front End Loader	67.1	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A												
Backhoe	65.5	61.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Total	68.5	67.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													