



City Council Report

City Council Meeting: March 19, 2013

Agenda Item: 3-K

To: Mayor and City Council
From: David Martin, Director of Planning and Community Development
Subject: Colorado Esplanade and Civic Center Specific Plan Amendment CEQA Documentation

Recommended Action

Staff recommends that the City Council:

1. Adopt the attached resolution approving the Mitigated Negative Declaration and Mitigation Monitoring Program for the Colorado Esplanade project.

Executive Summary

In compliance with California Environmental Quality Act (CEQA) requirements, the proposed Colorado Esplanade project and related CCSP amendments were evaluated through an Initial Study/Mitigated Negative Declaration (IS/MND) which was circulated for public review between May 8 and June 8, 2012. On [February 12, 2013](#) the Council adopted a resolution authorizing a grant application for additional Esplanade funds. This report requests that Council review and adopt the IS/MND in advance of the final design approval in order to meet the California Natural Resources grant eligibility requirements. The final design refinements for the Colorado Esplanade will be presented by Peter Walker Partners for Council review on May 14, 2013. The minor amendment of the Civic Center Specific Plan (CCSP) which addresses a revised Second Street/Main Street alignment will also be reviewed on May 14.



Design for the Colorado Esplanade identified an opportunity to realize an objective of the Civic Center Specific Plan (CCSP) by realigning Main and Second Streets. The CCSP recommended a new bridge from Main Street to Second Street to better connect the Civic Center and the Downtown. The proposed Esplanade roadway configuration allows for the desired connection without the need for a new bridge. As the Esplanade

project resolves a CCSP requirement with a previously unanticipated refinement, an amendment of the CCSP and appropriate CEQA documentation are required.

This report recommends adoption of the Initial Study/Mitigated Negative Declaration (IS/MND). Other than biological resources and construction effects, which have been fully mitigated, the IS/MND found no significant impacts, including traffic. The traffic analysis for the IS/MND found that vehicle circulation would improve over current conditions as the one-way Esplanade configuration reduces turning movements at all three of the project intersections. Adoption of the IS/MND would keep the Colorado Esplanade project on schedule for construction before the opening of the 4th Street Expo Light Rail station.

Background

In anticipation of Expo Light Rail operations in 2016, the City and community have been defining a vision specifically for the Downtown/Civic Center station area through a series of long-range planning efforts, beginning with the [Civic Center Specific Plan \(2005\)](#), and including the [Land Use and Circulation Element \(LUCE 2010\)](#), the emerging Downtown Specific Plan, and numerous public projects which are currently in various stages of design and construction:

- Pier Bridge replacement
- Early Childhood Education Center
- Civic Center Parks: Tongva Park and Ken Genser Square
- The Civic Center Village
- 4th and Arizona
- Parking Structure 6
- Expo Light Rail Terminus Station

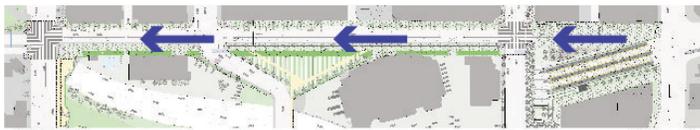
On [March 24, 2009](#) Council reviewed an integrated approach for the Downtown and Civic Center to improve connectivity, create direct access to the Light Rail station, and resolve multi-modal circulation issues that identified the need for improvements on Colorado Avenue and relating to the Main and Second Streets. Council provided direction on the Esplanade schematic design on [February 14, 2012](#), including development of the proposed Main Street to Second Street Alignment. The Planning Commission reviewed and supported the Esplanade design at the [June 6, 2012](#)

meeting, and the Commission reviewed the IS/MND and CCSP amendment at the [June 20, 2012](#) hearing and recommended Council adoption.

Discussion

The interdepartmental evaluation presented in the [March 24, 2009](#) staff report posed options for increasing pedestrian space on Colorado Avenue in anticipation of the Expo Light Rail operation and concluded with a recommendation to “develop Colorado streetscape concepts to enhance pedestrian quality and capacity.” The evaluation also addressed the infeasibility of the Main/Second Street Bridge called for in the CCSP.

The design challenge for the Colorado Esplanade project was primarily to meet the



Esplanade continues westbound only from 4th to Ocean

- Expo station creates westbound only Colorado Avenue between 4th and 5th Streets

needs of a growing number of pedestrians and bicyclists, many of whom will arrive by light rail, and to connect them to the Downtown,

oceanfront and Civic Center, while maintaining an optimal flow for vehicular traffic. Conceptual planning for the Colorado Esplanade began with a thorough evaluation of feasible roadway configurations including one-way, two-way and expanded sidewalks on the north or south sides. The final alignment of the Expo Light Rail station at Colorado and Fourth Street resulted in a *westbound-only* road configuration between 5th and 4th Streets to accommodate the station width. After testing for traffic performance and pedestrian safety, the planning team determined the benefit of continuing the one-way traffic on Colorado from 4th Street all the way to Ocean Avenue. This alignment reduced the number of turn movements at intersections, providing a corresponding improvement in traffic flow and opportunity for signal timing adjustments to accommodate increased pedestrians without compromising vehicle traffic. The one-way alignment enabled a reduction in the roadway width and was coupled with expansion of the sidewalks on the south side of Colorado Avenue. Although not initially anticipated in the Colorado Esplanade, this configuration also allowed the realignment

of Main and Second Streets. This realignment achieves the circulation benefit and connectivity envisioned in the CCSP without the need for an additional bridge.

Throughout the Esplanade outreach process, members of the community supported the project for its role in preparing the City's infrastructure for the arrival of the Light Rail, while implementing the community vision to serve pedestrians, bicyclists, transit riders and drivers. All groups expressed the desire to improve circulation. Improving these conditions informed the decision for the southern location of the widened sidewalk and cycle track, in turn allowing for sufficient land area to create the necessary road geometry to realign Second and Main Streets.

Environmental and Traffic Analysis

An Initial Study (IS) / Mitigated Negative Declaration (MND) was prepared pursuant to Sections 15063(c) and 15070 of the California Environmental Quality Act Guidelines and the City of Santa Monica CEQA Guidelines to address the potential environmental effects of the Colorado Esplanade Project (Attachment B).

The IS/MND analyzed environmental impacts that would be potentially affected by the Colorado Esplanade Project and determined that no impacts would occur or impacts would be less than significant with respect to the following issues: Aesthetics, Agricultural and Forestry Resources, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Shadows, Utilities, and Mandatory Findings of Significance.

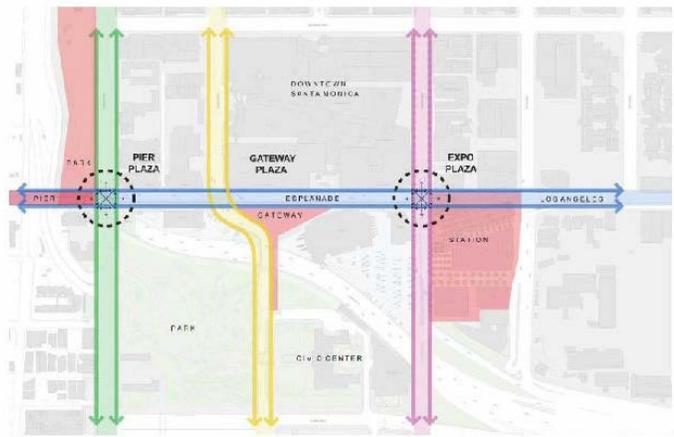
The IS/MND also identified mitigation measures in the areas of Biological Resources, and Construction Effects for, Hazards/Hazardous Materials Noise (Construction), Transportation and Traffic (Construction) to reduce potential impacts to less than significant levels. To ensure that these measures are properly enacted, a mitigation monitoring program is necessary and would be enforced during the construction and operation of the project, if approved. The proposed mitigation measures are provided in the Final Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring Program.

The Draft Initial Study/Mitigated Negative Declaration was circulated for a 30-day public review period from May 8, 2012 through June 8, 2012. Three comments on the IS/MND were received. A response to comments is attached to the IS/MND. At their June 20 meeting, the Planning Commission unanimously recommended that Council adopt the IS/MND. The Planning Commission concurred with staff responses that determined any impacts on the environment could be appropriately mitigated.

Traffic Study

The traffic study included in the IS/MND finds less than significant impacts related to operational Transportation and Traffic. The proposed Esplanade project would result in some potential traffic redistribution in the downtown Santa Monica street network. The project improves overall baseline conditions. The traffic analysis indicates that potential traffic shifts can be fully accommodated given traffic capacity in parallel corridors without creating significant operational issues or travel delays.

Under both Approval Year (Year 2012) and Future Year (Year 2020) conditions, converting Colorado Avenue between Ocean Avenue and 4th Street from two-way to one-way operations and the realignment of Main Street at Second Street and Colorado would result in fewer conflicting vehicular traffic movements at the four (revised to three) intersections on Colorado Avenue between Ocean Avenue and 4th Street. In fact, one-way operation enables the aligning of Main and Second Streets which would otherwise be impossible due to intersection geometry. It would also provide opportunity to introduce a shared pedestrian scramble phase at Ocean Avenue and Colorado Avenue which would improve pedestrian access to the Pier from the Esplanade.



Traffic Analysis

- Less than significant impacts
- Improves north/south flow on parallel corridors
- Opportunity for improved pedestrian circulation

Planning Commission Review

The Planning Commission reviewed the Colorado Esplanade final design at the [June 6, 2012](#), meeting and unanimously supported the roadway changes and design progression. The Commission reviewed the IS/MND and CCSP amendment at the [June 20, 2012](#) hearing and recommended Council adoption.

Financial Impacts and Budget Actions

There is no immediate budget/financial impact associated with the recommendation in this report. Refinement to the design will be addressed when the project comes forward for project approval on May 14, 2013. Council review for contract award is expected in December 2013.

Prepared by: Sarah Lejeune, Principal Planner
Joanna Hankamer, Senior Planner

Approved:

Forwarded to Council:

David Martin
Director, Planning & Community
Development Department

Rod Gould
City Manager

Attachments:

- A. Resolution to adopt the IS/MND and MMRP
- B. Final IS/MND

Attachment A
Resolution to adopt the MND and MMRP

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 COLORADO
ESPLANADE PROJECT

WHEREAS, a Notice of Intent to Adopt an Initial Study and Mitigated Negative Declaration for the Colorado Esplanade Project was published in the Santa Monica Daily Press and City Planning Website on May 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 May 8, 2012 and ending on June 8, 2012; and

WHEREAS, on March 19, 2013, 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 RESOLVE AS FOLLOWS:

SECTION 1. The City Council finds that the Initial Study and Mitigated Negative Declaration identified potentially significant impacts with respect to Biological Resources, and Construction Effects related to Hazards and Hazardous Materials,

Noise, 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, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Shadows, Transportation/Traffic (operations), Utilities, 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. The custodian of these documents is Sarah Lejeune, Principal Planner.

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 JONES MOUTRIE
City Attorney

Attachment B
Final IS/MND

Available at Santa Monica Public Libraries and on-line at:

http://www01.smgov.net/planning/eir/ColoradoEsplanadeFISMND_2012-06-13.pdf



City of
Santa Monica

Colorado Avenue Esplanade
Initial Study/Mitigated Negative Declaration
Responses to Comments
Mitigation Monitoring Program

June 20, 2012

Prepared for:

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

Prepared by:

Atkins
12301 Wilshire Boulevard, Suite 430
Los Angeles, CA 90025

ERRATA TO THE COLORADO ESPLANADE MND

CITY OF SANTA MONICA
PLANNING AND COMMUNITY DEVELOPMENT
1685 MAIN STREET
SANTA MONICA, CA 90401

This document provides minor revisions to the Colorado Esplanade Initial Study/Mitigated Negative Declaration [MND] (State Clearinghouse No. 2012051029). The minor revisions do not change the conclusions in the MND and are as follows with additional language presented in underline.

Page 3, Section 8 (Description of Project), second full paragraph, add the following language as follows:

Substantial landscaping, decorative free-standing signs, markers, bike racks, and other streetscape treatments would be provided throughout the Esplanade to delineate the pedestrian, bicycle, and vehicle zones. Appropriate design components will be incorporated into the Colorado Esplanade to provide for safe and efficient vehicular ingress/egress and deliveries at the properties located on the south side of Colorado Avenue between Fourth Street and Ocean Avenue through the installation of bike box and stop bar striping, pedestrian bollards, and differentiated pavement treatment at driveways. In addition, the signal at Colorado/2nd/Main will include a combination of bicycle signal heads, vehicle signal heads, and pedestrian indications which will allow the flexibility of signal operations to provide lead or lag protected/permissive left-turns for vehicles.

CONTENTS

Introduction	1
Summary of Impacts and Mitigation Measures	8
Environmental Factors Potentially Affected	14
Determination	14
Environmental Issues	15
References.....	81
Responses to Comments on the Public Review Draft IS/MND	82
Mitigation Monitoring Program for the Colorado Avenue Esplanade Project	106

Appendices

Appendix A	City of Santa Monica Colorado Avenue Tree Study
Appendix B	Air Quality Model Data
Appendix C	Traffic Study

Figures

Figure 1	Regional Location Map	5
Figure 2	Project Site Location Map	6
Figure 3	Project Site Plan.....	7

Tables

Table SUM-1	Summary of Impacts and Mitigation Measures.....	8
Table AIR-1	Estimated Peak Daily Construction Emissions in Pounds per Day	22
Table AIR-2	Total On-Site Construction Emissions and Localized Significance Thresholds.....	23
Table GHG-1	Estimated Annual CO ₂ e Emissions	33
Table LU-1	Consistency with Relevant LUCE Policies	42
Table NOI-1	Noise Ranges of Typical Construction Equipment	54
Table NOI-2	Typical Outdoor Construction Noise Levels.....	55
Table NOI-3	Vibration Source Levels for Construction Equipment.....	57
Table TRAF-1	City of Santa Monica Significant Impact Criteria Arterial and Collector Intersections*	62
Table TRAF-2	Existing Intersection Conditions.....	62
Table TRAF-3	Approval Year (Year 2012) Intersection Level of Service and Impact Analysis	67
Table TRAF-4	Future Year (Year 2020) Intersection Level of Service and Impact Analysis	70
Table RTC-1	Comments on the IS/MND	82
Table MMP-1	Colorado Avenue Esplanade Project Mitigation Monitoring Program	107

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

INTRODUCTION

This checklist is to be completed for all projects that are subject to environmental review under the California Environmental Quality Act (CEQA). The information, analysis, and conclusions contained in the checklist form the basis for deciding whether an environmental impact report (EIR), a negative declaration (ND), or a mitigated negative declaration (MND) is to be prepared. Additionally, the checklist shall be used to focus an EIR on the effects determined to be potentially significant.

1. Project title:

Colorado Avenue Esplanade Project

2. Lead agency name and address:

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

3. Contact person and phone number:

Rachel Kwok
(310) 458-8341

4. Project location:

The project site extends along Colorado Avenue within public right-of-way (ROW) (streets, sidewalks, and landscaped areas) from the future Expo light-rail transit (LRT) Downtown Santa Monica Terminus Station at 4th Street (Expo LRT Station) to the entrance of the Santa Monica Pier at Ocean Avenue. Additionally, the public right of way (ROW) adjacent to the future Expo LRT Station, the northern sidewalk of Colorado Avenue from 4th to 5th Streets, and limited areas north and south of Colorado Avenue on 2nd Street, Main Street, and 4th Street are included in the project site. Refer to Figure 1 (Regional Location Map) and Figure 2 (Project Site Location Map).

5. Project sponsor's name and address:

Strategic and Transportation Planning
City of Santa Monica
1685 Main Street
Santa Monica, CA 90407

6. General plan designation:

N/A (public street)—The project site consists of an existing public ROW, including streets, sidewalks, and landscaped areas along Colorado Avenue and limited areas. The City's Land Use and Circulation Element, adopted in early 2010, identifies the project site as being located within the City's Downtown District and envisions the project site as the Colorado

Esplanade, a gateway into the City from the Expo light-rail transit (LRT) Station, and a pedestrian-enhanced street that provides pedestrian and bicycle linkages between the future Expo LRT Station, Downtown, the Civic Center, the future Palisades Garden Walk, the Pier, and Palisades Park.

The project includes streetscape improvements, circulation modifications, and design enhancements on existing roadways, sidewalks, and adjacent landscaped areas to achieve the LUCE's vision for the Colorado Esplanade.

The City's land use designations of the immediate surrounding area of the project site are Downtown Core, Parks and Open Space, Institutional/Public Lands, and Oceanfront District.

7. Zoning:

N/A (public street)—The project site consists of an existing public ROW, including streets, sidewalks, open space and landscaped areas along Colorado Avenue and limited areas. Zoning designations of the immediate surrounding area of the project site include C3 (Downtown Commercial), C3C (Downtown Overlay), CC (Civic Center), DP (Designated Park), and RVC (Residential-Visitor Commercial).

8. Description of project (describe the whole action involved, including, but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The proposed Colorado Avenue Esplanade Project (proposed project) would implement circulation modifications, streetscape improvements, and design enhancements to create a gateway into the City from the Expo LRT Station; a multi-modal street that accommodates pedestrians, transit users, bicyclists, and motorists; and connections between the Expo LRT Station, Downtown, the Civic Center, and specific destinations such as the Palisades Garden Walk, the Pier, and Palisades Park.

The project site extends along Colorado Avenue within the public ROW (streets, sidewalks, and landscaped areas) from the future Expo LRT Station at 4th Street to Ocean Avenue [inclusive of the intersection at Ocean and approximately 200 feet south of Colorado on Ocean], as shown in Figure 2. Additionally, the northern sidewalk of Colorado Avenue from 4th to 5th Streets, Main Street within the public ROW south of Colorado Avenue to the I-10 freeway (fwy), the Main Street Triangle landscaped area, and 4th Street within the public ROW just north of Colorado Avenue. Refer to Figure 2 for the boundaries of the project site.

The proposed project would transform Colorado Avenue within the project site into a multi-modal street that supports pedestrian, transit, and bicycle users through the provision of widened sidewalks, a two-way cycle track, a reduction in the number of vehicular lanes and a change in vehicle flow, the realignment of Main Street to its 2nd Street connection to comply with the circulation improvement outlined in the Civic Center Specific Plan, enhanced crosswalks, and new signalization. Pedestrian and bicycle facilities would be improved and expanded. The Main Street Triangle, an existing landscaped area located on the south side of Colorado Avenue at Main Street, would be reconfigured by the roadway alignment and improved to create a pedestrian gateway to the Civic Center District and create a space for public gathering. The Colorado Avenue streetscape would be enhanced with decorative paving, inlaid wayfinding, street furniture, lighting, landscaping, and public art in order to improve the pedestrian realm.

As shown in Figure 3 (Project Site Plan) Colorado Avenue would be reconfigured to provide a widened sidewalk (pedestrian promenade) and a cycle track on the south side, and two

westbound-only travel lanes. The pedestrian promenade along the south side of Colorado Avenue would aggregate additional sidewalk onto the south side. Locating the widened sidewalk on the south side would minimize potential areas of vehicle and pedestrian conflict (e.g., driveway/sidewalk interface and roadway/sidewalk interface). The cycle track would be provided also on the south side (between the south sidewalk and travel lanes) and would allow bicycle travel in both directions. The cycle track would be separated from the vehicular travel lanes by a buffer. The sidewalk along the north side of Colorado Avenue would be maintained or expanded by up to 5 feet in width.

Vehicular travel on the Esplanade would be provided through two westbound-only travel lanes. Main Street would be realigned between the Main Street Bridge and Colorado Avenue to connect with 2nd Street. The intersections of Colorado Avenue with 2nd Street/Main Street and 4th Street would be improved with decorative crosswalks, inlaid wayfinding, and new traffic signals for vehicles, pedestrians, bicyclists

Substantial landscaping, decorative free-standing signs, markers, bike racks, and other streetscape treatments would be provided throughout the Esplanade to delineate the pedestrian, bicycle, and vehicle zones.

The intersection of 4th Street and Colorado Avenue and 2nd Street/Main Street and Colorado Avenue would be modified according to the newly configured road geometry, with signal phases and pedestrian crosswalks to accommodate vehicle movements and pedestrian crossings. The paving materials at the intersections would be improved to mark the pedestrian crossings. In addition, the intersection of Ocean Avenue and Colorado Avenue would be equipped with a new pedestrian scramble signal to facilitate pedestrian movements across this intersection. The proposed project would be implemented in coordination with the Palisades Garden Walk and the Expo LRT Station projects. Project construction is anticipated to occur over a one-year period beginning in 2013. Minimal grading would occur. Street furniture and facilities such as street and traffic lights, and their serving utility connections, will need to be relocated when the south sidewalk is widened. Existing street trees may be protected in place, removed and replaced, and/or relocated. Existing utilities would be protected in place, and no major utility relocations are identified at this time; however, design and construction of the newly configured Main to 2nd Street connection will require coordination with a deep sewer access manhole and facility on the south side of Colorado Avenue, just east of the Holiday Inn property.

9. Surrounding land uses and setting (briefly describe the project's surroundings):

The proposed project site lies within the southwestern portion of the City's Downtown district and borders the Civic Center District to the south and Ocean Front District to the west. Land uses in the immediate vicinity of the proposed project site include commercial, retail, office, hotel, restaurant, and park uses. Immediately adjacent uses include the following:

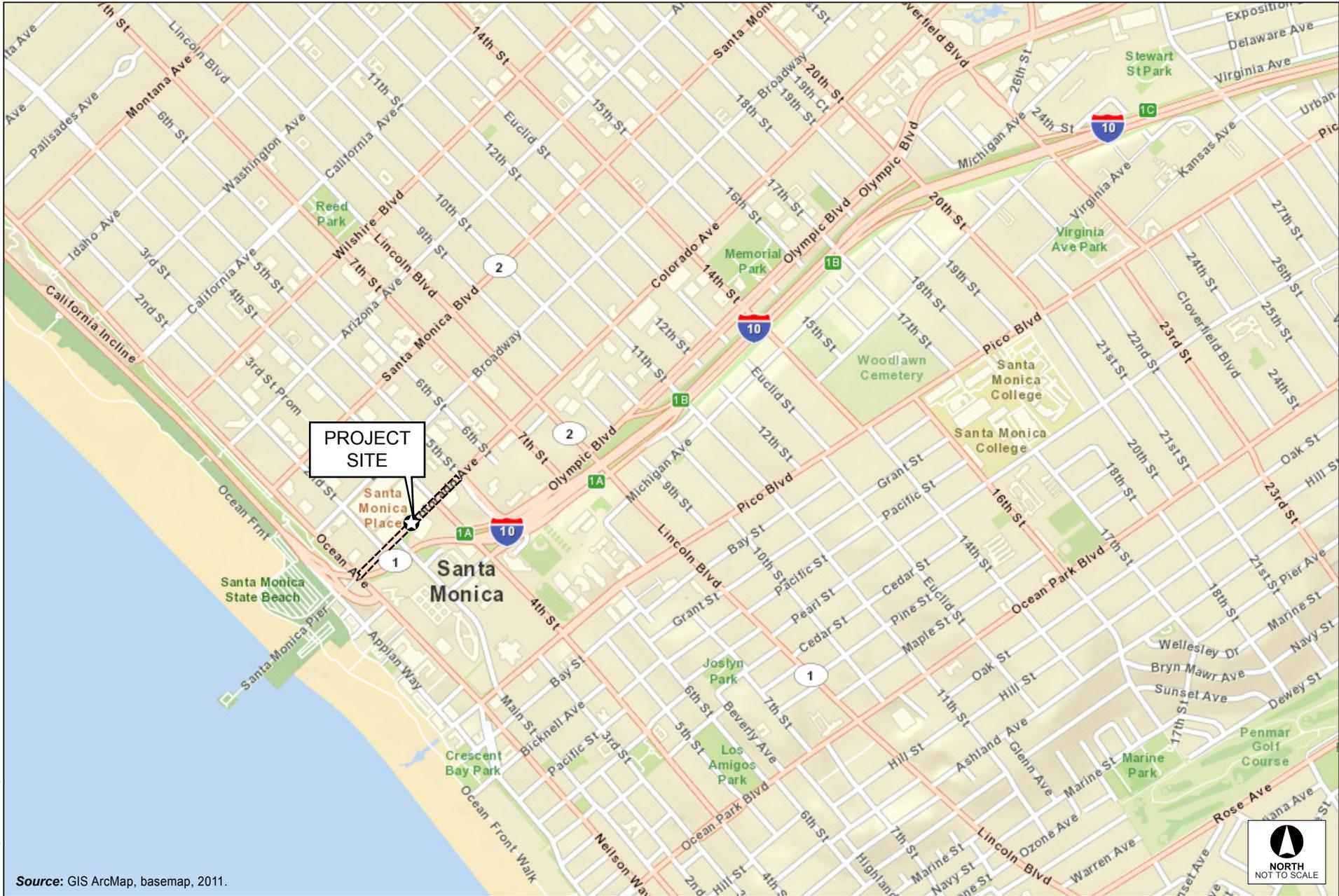
- North—Santa Monica Place (shopping center), Santa Monica Place parking structure with bike centers, two-story mixed use buildings with office above and ground-floor retail and restaurants
- South—Leaf and Petal Company (nursery), Sears Department Store, Holiday Inn Hotel, Interstate 10 (I-10), City Hall, and Palisades Garden Walk (under construction)
- East—Bank of the West, future Expo LRT Station, mixed-use buildings, and commercial uses
- West—Santa Monica Pier with restaurant and entertainment uses, Pier parking lot, Santa Monica Pier Pacific Park, Santa Monica Beach, and Palisades Park

Development to the north of the project site within the City's Downtown is characterized by a mix of high-activity uses including retail, office, entertainment, residential, hotel, and restaurant uses. Notable developments in Downtown include the Third Street Promenade and the Santa Monica Place mall. Notable development in the Civic Center Specific Plan area to the south of the project site includes Santa Monica City Hall, the Los Angeles County Court House, the Civic Auditorium, Rand office building, and the future Palisades Garden Walk and the Village Mixed-Use Project.

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

- Coastal Development Permit from Coastal Commission
- Amendment to the Civic Center Specific Plan
- Adoption of Mitigated Negative Declaration by City Council
- Project Approval by City Council

Because the proposed project will receive partial federal funding through a Metro grant, it is also subject to the requirements of the National Environmental Policy Act (NEPA) and a separate NEPA documentation subject to Caltrans approval will be prepared. No Caltrans ROW will be affected by the proposed project and no encroachment permits are required.



100023556 | Colorado Esplanade

Source: GIS ArcMap, basemap, 2011.

Figure 1
Regional Location Map

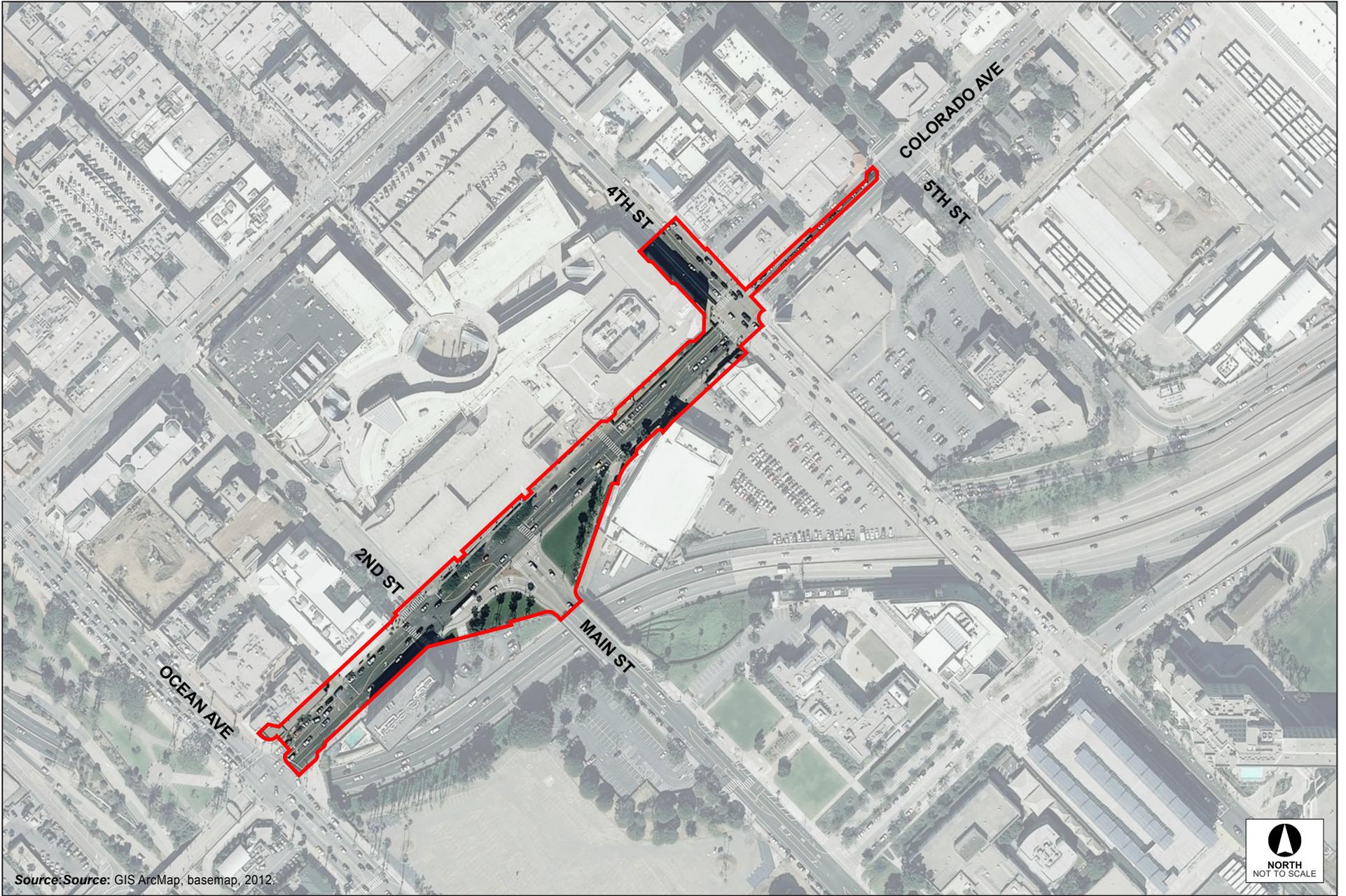
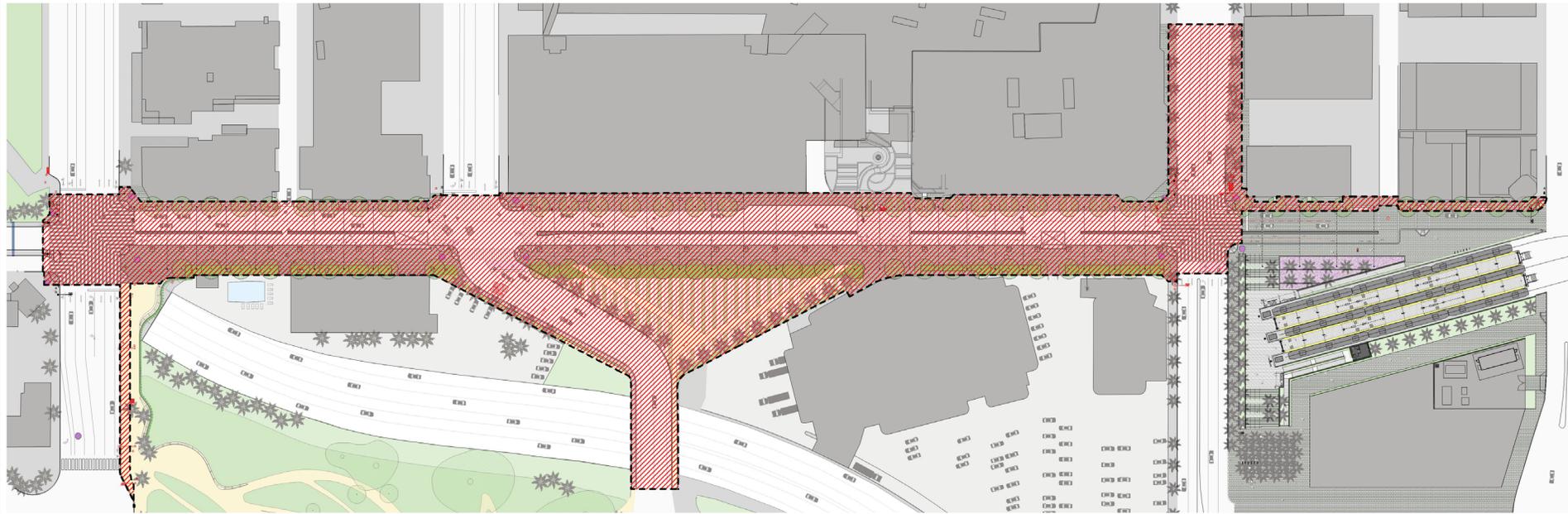


Figure 2
Project Site Location Map



Source: PWP Landscape Architecture.



Figure 3
Project Site Plan

SUMMARY OF IMPACTS AND MITIGATION MEASURES

The following table briefly describes the environmental issues relative to the proposed project that require mitigation, proposed mitigation measures, and residual impacts.

Table SUM-1 Summary of Impacts and Mitigation Measures		
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
Biological Resources		
The proposed project could conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance—Less Than Significant with Mitigation Incorporated.	<p>MM BIO-1 Avoidance of Nesting Birds. To prevent impacts to nesting birds protected under the MBTA and California Fish and Game Code, the City of Santa Monica shall enforce the following:</p> <ol style="list-style-type: none"> 1. Where suitable vegetation and structures for nesting birds occur within 200 feet of project construction activities, all phases of project construction shall avoid the general nesting season (March 1 through August 31). 2. If construction cannot avoid the general nesting season, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds prior to clearing, grading and/or construction activities on the project site. The survey shall be conducted within 72 hours prior to the start of construction. 3. If any nesting birds are present within or immediately adjacent to the proposed project construction area, the following shall be required: <p>The City of Santa Monica shall retain a qualified biologist to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active bird nests, including the enforcement of an avoidance buffer of 25 to 200 feet, depending on the sensitivity of the species identified, as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.</p>	Less than Significant
Hazards and Hazardous Materials		
The proposed project could create a significant hazard to the public or the environment through the routine transport,	MM HAZ-1 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is	Less Than Significant

Table SUM-1 Summary of Impacts and Mitigation Measures		
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
use, or disposal of hazardous materials.	encountered during construction at the project site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and to determine the level of soil and/or groundwater contamination. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Department of Toxic Substances Control or Regional Water Quality Control Board). If contamination is discovered, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	
The proposed project could 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.	MM HAZ-1 would apply to this impact.	Less than Significant

Table SUM-1 Summary of Impacts and Mitigation Measures		
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
The proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	MM HAZ-1 would apply to this impact.	Less than Significant
Noise		
The proposed project could result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	<p>MM NOI-1 The City's construction contracts for the proposed project shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the project site to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Construction equipment shall be properly muffled according to manufactures specifications or as required by the City's Department of Building and Safety, whichever is the more stringent. • Noise-generating construction equipment and construction staging areas shall be located away from sensitive uses, where feasible, to the satisfaction of the Department of Building and Safety. • Noise-attenuation measures shall be implemented, which may include, but are not limited to, noise barriers or noise blankets to the satisfaction of the City's Department of Building and Safety. <p>MM NOI-2 The City's construction contracts for the proposed project shall include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the project site, are located as far away from vibration- and noise-sensitive sites as possible. Contract provisions incorporating the above requirements shall be included as part of the project's construction documents, which shall be reviewed and approved by the City.</p> <p>MM NOI-3 The City's construction contracts for the proposed project shall include specifications that heavily loaded trucks used during construction shall be routed away from residential streets to the extent possible.</p>	Less than Significant

Table SUM-1 Summary of Impacts and Mitigation Measures		
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
	<p>Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p> <p>MMNOI-4 The City's construction contracts for the proposed project shall require that any construction activity that would result in the generation of noise that would exceed 80 dBA noise levels when measured at a distance of 50 feet from the construction site occur only between the hours of 10:00 AM and 3:00 PM, Monday Through Friday provided appropriate permits are issued by the City of Santa Monica.</p>	
<p>The proposed project could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>MMNOI-1 through MMNOI-4 would apply to this impact.</p>	<p>Less than Significant</p>
Transportation/Traffic		
<p>The proposed project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (Construction Only)</p>	<p>MM TRAF-1 The City shall prepare, implement and maintain a Construction Impact Mitigation Plan prior to issuance of a building permit to adequately manage traffic during construction and shall be designed to:</p> <ul style="list-style-type: none"> • Prevent traffic impacts on the surrounding roadway network • Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable • Ensure safety for both those constructing the project and the surrounding community • Prevent substantial truck traffic through residential neighborhoods <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 issuance of grading or building permits. It shall, at a minimum, include the following:</p> <p><u>Ongoing Requirements throughout the Duration</u></p>	<p>Less than Significant</p>

Table SUM-1 Summary of Impacts and Mitigation Measures		
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
	<p><u>of Construction</u></p> <ul style="list-style-type: none"> • A detailed traffic control plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Transportation Management Division prior to commencement of construction and implemented in accordance with this approval. • Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit. • Streets and equipment shall be cleaned in accordance with established PW requirements. • 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. • Materials and equipment shall 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. • 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. • Provision of off-street parking for construction workers, which may include 	

Table SUM-1 Summary of Impacts and Mitigation Measures		
<i>Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
	<p>the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.</p> <p><u>Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction</u></p> <ul style="list-style-type: none"> • The City shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved traffic control plan). • The City shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way. • The City shall provide timely notification of construction schedules to all affected agencies (e.g., Big Blue Bus, Police Department, Fire Department, Public Works Department, and Planning and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet. • The City shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. • The City shall obtain Transportation Management Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling. 	

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/Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<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"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION

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 "less than 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 by Allison Radone 6/12/2012
 Francie Stefan Date
 Strategic and Transportation Planning Manager

ENVIRONMENTAL ISSUES

	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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) **Less-Than-Significant Impact.** The project site is completely developed as a public ROW consisting of streets, sidewalks, and landscaped areas. The project site includes the Colorado Avenue roadway and sidewalks from 4th Street to the entrance of the Santa Monica Pier at Ocean Avenue. The project site also includes the northern sidewalk of Colorado Avenue from 4th to 5th Street and limited areas north and south of Colorado Avenue on 2nd Street, Main Street, and 4th Street.

For the purpose of this analysis, scenic vistas are considered views of scenic resources. Scenic resources visible from vantage points in the project area include the Santa Monica Pier and associated sign, public art located on the exterior of the Santa Monica Mall, the Palisades Park, Santa Monica City Hall, the Pacific Ocean, the coastline, and distant mountains. Additionally, the future Palisades Garden Walk would be visible from vantage points in the project area. Due to the built-out nature of the surrounding area, views of these scenic resources are generally limited to the immediate vicinity of the resource and channelized views down streets.

The most widely available view of a scenic resource from the project site is the channeled view of the historic Santa Monica Pier sign from Colorado Avenue looking west. Views of the Santa Monica Pier sign from Colorado Avenue are framed by development, trees, and light poles, and are partially obstructed by traffic signals and vehicles utilizing the street. Views of the Pacific Ocean and the coastline from the project site are only available from Ocean Avenue and Colorado Avenue in the immediate vicinity of Ocean Avenue looking across Palisades Park (a linear park that extends along the Palisades Bluffs on the west side of Ocean Avenue), and the Santa Monica Pier. Trees located within the Palisades Park partially obstruct views of ocean and coastline from within the project site. Views of Santa Monica City Hall and the future Palisades Garden Walk are only available looking across the Main Street Triangle (a grassy landscaped area on south side of the intersection of Colorado Avenue and Main Street).

The City's Local Coastal Program (LCP) Land Use Plan (LUP) identifies policies directed toward preserving and enhancing views of scenic resources. Specifically, LUP Policy 46 states

that public views to, from, and along the ocean, the Pier, Inspiration Point, and Palisades Park are protected, and permitted development, including public works of art, are to be sited and designed to protect views to and along the ocean and scenic coastal areas. Additionally, the City's LUCE, which identifies the project site as being located within the Downtown district (except for the portion of the project site along Ocean Avenue within the Oceanfront district), includes policies intended to preserve public view corridors, including western views of the ocean from east-west streets and boulevards, views of the ocean and the Pier from Palisades Park, and views from the Pier to the City.

The proposed project involves streetscape improvements and circulation modifications to the existing Colorado Avenue roadway, sidewalks, and landscaped areas within the project site. Above-grade structures and features with the potential to obstruct or alter views of scenic resources would include lighting, trees, pedestrian amenities (such as bus shelters, street furniture, and fountains), signage, and new traffic signals. Similar structures and features currently occur in the project area but would be improved and updated with implementation of the proposed project. Most structures and features proposed, with the exception of traffic signals and some lighting features, would be located within sidewalks and landscaped areas, maintaining the existing view corridor down Colorado Avenue. Traffic signals and some lighting features would be located within the street; however, similar features exist within Colorado Avenue and such features have been designed to not obstruct views of the Santa Monica Pier sign.

Based on the type and location of the above-grade structures and features proposed, and the existing availability of views from the project site with the presence of similar above-grade features, the proposed project would not obstruct or otherwise negatively affect views of scenic resources visible from the project site and surrounding area. Existing views of scenic resources described above would continue to be available looking down roadways in the immediate vicinity of the resource, and looking across Palisades Park and the Main Street Triangle. Accordingly, the proposed project would preserve protected views of scenic resources as required by policies of the City's LUP and LUCE.

In consideration of the analysis provided above, the proposed project would not have a substantial adverse effect on a scenic vista, and a less-than-significant impact would occur.

- b) **Less-Than-Significant Impact.** The project site is completely developed as a public ROW consisting of public streets, sidewalks, and landscaped areas. The project site includes the Colorado Avenue roadway and sidewalks from 4th Street to the entrance of the Santa Monica Pier at Ocean Avenue. The project site also includes the northern sidewalk of Colorado Avenue from 4th to 5th Street and limited areas north and south of Colorado Avenue on 2nd Street, Main Street, and 4th Street.

Currently, there are no scenic highways officially designated by the State of California within the City of Santa Monica. The Pacific Coast Highway (SR 1 or PCH) is eligible for State scenic highway designation but it not currently designated as scenic by the State or County of Los Angeles.¹ The project site is not visible from PCH due to the site's location near the top of the Palisades Bluffs. While no designated state scenic highways are located in the City, the City of Santa Monica's Scenic Corridors General Plan Element identifies Ocean Avenue, and the Santa Monica Municipal Pier, adjacent to the project area as designated scenic corridors. Additionally, the LUP identifies Ocean Avenue as a scenic corridor.

¹ California Department of Transportation, California Scenic Highway Program, www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm (accessed August 30, 2011).

Although Ocean Avenue is a designated scenic corridor in the LUP, there are no scenic resources within the project site boundaries. Therefore, the proposed project would not damage a scenic resource with a state-designated scenic highway, and a less-than-significant impact would occur.

- c) **Less-Than-Significant Impact.** The proposed project consists of streetscape improvements, design enhancements, and circulation modifications of existing public streets, sidewalks, and landscaped areas within the project site to create a gateway into downtown Santa Monica from the future Expo LRT station, convert Colorado Avenue into a multi-modal street, and enhance the visual and physical connection between the Expo LRT Station, Downtown, the future Palisades Garden Walk, the Pier, and the Civic Center.

The proposed project would transform Colorado Avenue within the project site from an auto-centric roadway into a dynamic multi-modal street that supports pedestrian, transit, and bicycle users through the provision of widened sidewalks, a cycle track, a reduction in the number of vehicular lanes, the realignment of Main Street, enhanced crosswalks, and new signalization. Pedestrian and bicycle facilities would be improved and expanded. Improvements to the Main Street Triangle, an existing landscaped area located on the south side of Colorado Avenue at Main Street, would be improved to create a pedestrian gateway to the Civic Center District and create new open space. The Colorado Avenue streetscape would be enhanced with decorative paving, inlaid wayfinding, street furniture, lighting, landscaping, and public art in order to improve the pedestrian environment.

The transformed visual character of the project site is consistent with the vision of Colorado Avenue between 4th Street and Ocean Avenue as set forth in the City's LUCE, which identifies the Colorado Esplanade as a gateway into the City from the Expo LRT Station and a pedestrian-enhanced street that provides pedestrian and bicycle linkages between the future Expo LRT Station, Downtown, the Civic Center, the future Palisades Garden Walk, the Pier, and Palisades Park.

The proposed project would improve the visual quality of the area by providing a consistent visual streetscape that enhances the pedestrian environment. The proposed project would be compatible with the character of the project area, as it would create visual and physical connections to the surrounding area through enhanced sidewalks, wayfinding, and streetscape. As such, the proposed project would not degrade the visual character or quality of the project site and surrounding area and a less-than-significant impact would occur.

- d) **Less-Than-Significant Impact.** The project site is located in the urbanized downtown area of the City where ambient nighttime lighting levels are medium to medium high. The project site is currently illuminated by existing pole-mounted street lights as well as existing off-site light sources, including building lighting from nearby uses such as the Santa Monica Place mall, the Holiday Inn, and other commercial uses. In addition, the Santa Monica Pier illuminated sign and the Santa Monica Ferris wheel are prominent light sources.

The proposed project would introduce new street lighting as well as landscaping lighting that would incrementally increase nighttime lighting levels. New lighting would be installed along the Esplanade for wayfinding and safety purposes. In addition, architectural lighting would be installed to accent landscaping, pedestrian amenities, and art features. All lighting technologies that are being considered are at a minimum partial cut-off (if not full cut off) fixtures to adhere to dark sky requirements. Project lighting would not be significant given the existing medium- to medium-high ambient nighttime lighting levels in the Downtown area. In addition, no light-sensitive uses such as hospitals or residences are located in proximity to the project site. Therefore, the proposed project's lighting would not substantially affect

nighttime views or substantially illuminate light-sensitive uses. Therefore, impacts associated with increased 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. Glare can also be caused at night by vehicle headlights. The proposed project is not a traffic-generating development; rather, it entails streetscape and circulation improvements to improve mobility for pedestrians, cyclists, and motorists and reduce vehicular conflicts. Therefore, there would be no increased glare from vehicle headlights as a result of the proposed project. The proposed project does not include substantial structures and would not generate increased glare. 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 Dept. 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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with existing zoning for agricultural use or with 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 nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest 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 as public ROW consisting of public streets, sidewalks, and landscaped areas. 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.² 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 located in an urbanized area and is completely developed as public ROW consisting of public streets, sidewalks, and landscaped areas. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract.

² California Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Map (2008), <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/los08.pdf>.



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 located in an urbanized area and is completely developed as public ROW consisting of public streets, sidewalks, and landscaped areas. Public right of way is not subject to any zoning or land use designations. 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 as public ROW consisting of public streets, sidewalks, and landscaped areas. Surrounding land uses consists predominantly of commercial uses, including the Santa Monica Mall, and a parking structure to the north; the Santa Monica Pier to the west; a hotel, Sears building, and the future Palisades Garden Walk (a park) to the south; and commercial development and the future Expo LRT station to the east. 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. 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.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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:				
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 nonattainment 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 type="checkbox"/>	<input checked="" 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) **No Impact.** The project site is located with 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 2007 AQMP focuses on achieving the established standards for ozone and PM_{2.5}. 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.

The proposed project consists of circulation modification, streetscape improvements, and design enhancements to Colorado Avenue to create an active multi-modal street that provides pedestrian and bicycle connections between the Expo LRT Station and other destinations in the area. The project would not generate new permanent vehicle trips and associated air quality emissions. No new trips would be generated from the proposed project as the proposed project does not include the development of new land uses. Rather, the proposed project would support the AQMP goal of air quality improvement in the SCAB by creating an active multi-modal street that supports pedestrians and cyclists. In addition, the proposed project would improve the connectivity of the surrounding area. Therefore, the proposed project would not conflict with the applicable air quality plan. No impacts would occur.

b) **Less-Than-Significant Impact.**

Operation

The proposed project consists of circulation modification, streetscape improvements, and design enhancements to Colorado Avenue to create an active multi-modal street that provides pedestrian and bicycle connections between the Expo LRT Station and other destinations in the area. The project would not generate new permanent vehicle trips and associated air pollutant emissions. No new trips would be generated from the proposed project as the proposed project does not include the development of new land uses. Rather, by promoting alternative modes of transportation, including walking and biking, and providing access to the future Expo LRT and the Santa Monica Bike Center, the proposed project would help to improve air quality in the SCAB. Therefore, the proposed project would not violate an air quality standard or contribute to an existing air quality violation. No impacts from operation of the project would occur.

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 CALEEMOD, an air quality emissions model developed by the California Air Resources Board (CARB). As shown in Table AIR-1 (Estimated Peak Daily Construction Emissions in Pounds per Day), construction emissions would be below the Regional Significance Thresholds established by the SCAQMD during all construction phases. In general, the primary source of CO and NO_x emissions would be from construction equipment and off-site vehicle trips, while the primary source of PM₁₀ and PM_{2.5} emissions would be from ground disturbance. It should be noted that construction activities would be required to comply with SCAQMD's Rule 403 to reduce fugitive dust emissions. Compliance could include, but not be limited to the following: (1) watering of the disturbed soil such that the soil remains visibly moist; (2) the application of soil stabilizers; and (3) the covering of all soil stockpiles. [Model results are provided in Appendix B].

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}.

Table AIR-1 Estimated Peak Daily Construction Emissions in Pounds per Day						
<i>Emission Source</i>	<i>Peak Day Emissions in Pounds per Day</i>					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition (Removal of pavement/asphalt)						
On Site	8.86	70.71	42.55	0.07	6.28	3.50
Off Site	0.75	6.94	4.69	0.01	0.34	0.29
Maximum Daily Emissions	9.61	77.65	47.24	0.08	6.62	3.79
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Grading						
On Site	4.84	38.03	22.86	0.04	8.23	5.33
Off Site	0.06	0.06	0.64	0.00	0.01	0.01
Maximum Daily Emissions	4.90	38.09	23.5	0.04	8.24	5.34
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Paving						
On Site	4.65	30.20	18.10	0.03	2.38	2.38
Off Site	0.19	0.78	1.88	0.00	0.05	0.03
Maximum Daily Emissions	4.84	30.98	19.98	0.03	2.43	2.41
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SOURCE: Atkins (2012) (CalEEMod outputs available as Appendix B to this Mitigated Negative Declaration).						

The proposed project is located in SRA 2, and the closest sensitive receptors are the multi-family residential uses located at 1539 4th Street, which is adjacent to the area of construction for the proposed project. For the purposes of this analysis these residential uses would be within 50 feet (25 meters) of construction activity. The maximum construction related emissions and the LSTs thresholds for 25 meter, 200 meters, and 500 meters are shown below in Table AIR-2 (Total On-Site Construction Emissions and Localized Significance Thresholds). If the proposed project would result in exceedance of the LSTs for any air pollutant as identified below in Table AIR-2, this would constitute a significant impact. As shown in Table AIR-2, emissions would not exceed SCAQMD thresholds during the proposed project's construction at any of the identified sensitive receptors for CO, NO₂, PM₁₀ and PM_{2.5} and this impact would be less than significant.

Table AIR-2 Total On-Site Construction Emissions and Localized Significance Thresholds				
<i>Distance</i>	<i>CO (lbs/day)</i>	<i>NO₂ (lbs/day)</i>	<i>PM₁₀ (lbs/day)</i>	<i>PM_{2.5} (lbs/day)</i>
Peak Daily On-site Emissions	47.24	77.65	5.34	3.79
Threshold: Allowable emissions at 25 meters	1,531	221	13	6
Threshold: Allowable emissions at 200 meters	4,383	250	84	29
Threshold: Allowable emissions at 500 meters	10,467	312	174	95
Exceed Allowable emissions?	No	No	No	No

SOURCE: Atkins (2011), adopted from SCAQMD 2010.

- 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 impact to regional air quality. As discussed above, the proposed project would not generate new pollutant emissions that would worsen regional air quality. In addition, construction pollutant emissions would be temporary and would be less than significant. Impacts would be less than significant.
- d) **No Impact.** 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) childcare centers, and (9) athletic fields. The Colorado Esplanade project is a proposed streetscape project and would not site sensitive receptors in proximity to pollutant concentrations. In addition, as described in Section III(b) above, operation of the proposed project would not generate air pollutant emissions. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. No impacts to sensitive receptors would occur, and further analysis of this issue is not warranted.
- 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 consists of circulation modification, streetscape improvements, and design enhancements to Colorado Avenue to create an active multi-

modal street that provides pedestrian and bicycle connections between the Expo LRT Station and other destinations in the area. No odors would be generated from the proposed project as no new land uses are proposed. During project construction, limited and temporary odors may occur during project construction from diesel-operated machinery/equipment. 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, 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 located in an urban area and completely developed as public street, sidewalks, and landscaped areas. Vegetation on the project site is limited to grass, shrubs, and trees associated with the Main Street Triangle, and street trees along Colorado Avenue. As a result, no suitable habitat for any special-status plant or wildlife species occurs

on the project site. Species expected to occur on-site would be limited to terrestrial species (such as squirrels) and birds that are commonly found in urban environments. As such, the proposed project would not have a substantial adverse effect on any sensitive or special status species and no impact would occur.

- b) **No Impact.** 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. As such, 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.** 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.** The project site is completely developed and located in an urbanized area within the City. Surrounding land uses consists predominantly of commercial 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 and high level of human activity in 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.** The project site is completely developed and is located in a highly urbanized area in the City. Vegetation on the project site is limited to grass, shrubs and trees associated with the Main Street Triangle, and street trees. As a result, no suitable habitat for any special-status plant or wildlife species occurs on the project site and no special status/sensitive species occur on the project site or surrounding area. Therefore, project implementation would not result in conflict with any policies or ordinances protecting special-status plant or wildlife species, including any endangered, threatened, or rare species. However, trees within the project site could provide suitable nesting opportunities for common (nonsensitive) bird species afforded protection under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF). According to the Tree Survey conducted along Colorado Avenue, there are 51 mature street trees located along Colorado Avenue within the project boundary consisting of 48 New Zealand Christmas trees, two lemon-scented gums, and one carrotwood. Street trees would either be protected in place, removed and replaced, and/or relocated during construction in accordance with the City of Santa Monica's Tree Code and Urban Forest Master Plan. Construction activities and/or the relocation of street trees could result in a direct impact to a nesting bird and/or an occupied nest. As such, construction of the proposed project could result in a conflict with the MBTA and CFGF due to the potential impact to nesting birds.

While it is assumed that all projects would comply with the regulations in the MBTA, avoidance of any potential conflict with the MBTA and CFGF would be assured through implementation of mitigation measure MM BIO-1, which requires avoidance of nesting birds. As such, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and this impact would be less than significant with mitigation.

MM BIO-1 Avoidance of Nesting Birds. To prevent impacts to nesting birds protected under the MBTA and California Fish and Game Code, the City of Santa Monica shall enforce the following:

1. Where suitable vegetation and structures for nesting birds occur within 200 feet of project construction activities, all phases of project construction shall avoid the general nesting season (March 1 through August 31).
2. If construction cannot avoid the general nesting season, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds prior to clearing, grading and/or construction activities on the project site. The survey shall be conducted within 72 hours prior to the start of construction.
3. If any nesting birds are present within or immediately adjacent to the proposed project construction area, the following shall be required:

The City of Santa Monica shall retain a qualified biologist to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active bird nests, including the enforcement of an avoidance buffer of 25 to 200 feet, depending on the sensitivity of the species identified, as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

- f. **No Impact.** The project site is located in an urban area and completely developed as an existing street, sidewalks, and landscaped areas. Vegetation on the project site is limited to grass, shrubs, and trees associated with the Main Street Triangle, and street trees along Colorado Avenue. As a result, no suitable habitat for any special-status plant or wildlife species occurs on the project site. 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 and no impact 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 Impact with Mitigation.** Construction of the proposed project would result in short-term impacts related to air quality, greenhouse gas emissions, 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 II (Air Quality), Section VI (Greenhouse Gas Emissions), Section IX (Hazards and Hazardous Materials), Section X (Hydrology/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 Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) **Less-Than-Significant Impact.** The proposed project site would extend along the Colorado Avenue ROW from 4th Street to Ocean Avenue. The project site also includes the northern sidewalk from 4th to 5th Street and limited areas north and south of Colorado Avenue on 2nd Street, Main Street, and 4th Street. Although no historical resources exist on the site itself, there are several historical resources located adjacent to the site including the Sears building at 302 Colorado Avenue (on the south side of Colorado Avenue) and the Santa Monica Pier and associated sign at the western end of Colorado Avenue). The proposed project would not remove or physically alter these historic resources nor would introduce features that would overwhelm, conflict, or impair with the historic character of these resources. The proposed project has been designed to be compatible and respect the character of these resources. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historic resource. Impacts on historic resources would be less than significant.
- b) **Less-Than-Significant Impact.** 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. Furthermore, the proposed project would require minimal grading and excavation within the public right-of-way (approximately 10 feet below ground surface). As such, the likelihood of uncovering archaeological resources is low and impacts on archaeological resources would be less than significant.
- c) **Less-Than-Significant Impact.** 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. Furthermore, the proposed project would require minimal grading and excavation. Therefore, it is unlikely that the proposed project would uncover significant paleontological resources. Impacts on paleontological resources would be less than significant.
- 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 human remains on the site would likely have already been uncovered. The proposed project would require minimal grading and excavation. Therefore, it is unlikely that the proposed

project would uncover significant vertebrate fossils. 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/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 type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) **No Impact.** 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. 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. The City of Santa Monica, however, is crossed by the south branch and north branch of the Santa Monica Fault. 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.³ The project site is not located in a Fault Hazard Management Zone. As such, the potential for fault rupture to occur at the project site is low. Furthermore, the proposed project does not propose the construction of any occupiable structures. The project site would continue to operate as a public street. Therefore, no impacts related to fault rupture would occur.

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. However, the proposed project does not propose the construction of any occupiable structures. Additionally, the project site would continue to operate as a public street and as such, would not increase the existing degree of seismic risks. Therefore, no impacts related to strong seismic groundshaking would occur.

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 the groundwater level is shallow, and where submerged loose, fine sands occur. According to the City's Online Property Information System (OPIS), the project site is not located in a Liquefaction Risk Area nor is the project site mapped on the California Department of Conservation's Seismic Hazards Zones map as a Liquefaction Hazard Zone.^{4,5} As such, the potential for liquefaction to occur at the project site is unlikely. No impacts would occur.

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 is characterized by a relatively flat topography. Thus, the potential for landslides to occur at the project site is very low. Additionally, according to OPIS the project site is not located in a Landslide Risk Area nor is the project site mapped on the California Department of Conservation's Seismic Hazards Zones map for the Beverly Hills 7.5-minute quadrangle as an Earthquake-Induced Landslide Area.^{6,7} Therefore, no impacts related to landslides would occur.

- b) **Less-Than-Significant Impact.** As discussed further in Section X (Hydrology/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. With regard to operation, no new land uses are proposed on the site that would result in an increase in pollutant runoff. Colorado Avenue would continue to function as a street and implementation of the proposed project would not result in increased erosion or siltation effects. The project site would be entirely paved and/or landscaped. As such, construction and operation of the proposed project would not result in substantial erosion or siltation. Impacts would be less than significant.
- c and d) **No Impact.** The project does not propose the construction of any occupiable structures. The project scope is limited to improvements at or near the existing grade and is not anticipated to be significantly impacted by the existing geologic conditions. The project site would continue to operate as a public street. As such, the proposed project would not

³ City of Santa Monica, Geologic Hazards Map (April 2001).

⁴ City of Santa Monica, Online Property Information System (2012) (accessed on March 7, 2012).

⁵ California Department of Conservation, Division of Mines and Geology, State of California Seismic Hazard Zones, Beverly Hills Quadrangle (March 25, 1999).

⁶ City of Santa Monica, Online Property Information System (2012) (accessed on March 7, 2012).

⁷ California Department of Conservation, Division of Mines and Geology, State of California Seismic Hazard Zones, Beverly Hills Quadrangle (March 25, 1999).

create any new impacts associated with unstable or expansive soils. No impacts would occur.

- 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. Therefore, no impacts related to soils supporting septic tanks or alternative wastewater disposal systems would occur.

	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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a and b) **No 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.⁸ The SCP anticipates that most of the reductions will be achieved through increased energy efficiency, increased renewable energy production, and reduced transportation-related emissions through increased use of public transit, rideshare programs, and alternatives to driving (i.e., walking or bicycling).

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. The LUCE

⁸ City of Santa Monica, *Santa Monica Sustainable City Plan* (revised October 24, 2006).

policies that follow reflect the City's commitment to achieving a reduction in GHGs through reduction in vehicle trips:

- 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.
- 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.
- Policy LU2.5 Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management programs that support accessibility by transit, bicycle and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.
- 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.

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. For example, 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."

CAPCOA's suggested quantitative thresholds are generally more applicable to 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.

Construction

Emissions from construction activities would occur from the operation of vehicles and equipment used in the demolition and construction of the proposed project. Following the SCAQMD recommendations, construction emissions were amortized over an anticipated 30-year project lifetime to provide an average annual emissions estimate. Table GHG-1 (Estimated Annual CO₂e Emissions) shows the total estimated annual GHG emissions from CalEEMod by source.

Table GHG-1 Estimated Annual CO₂e Emissions	
<i>Emission Source</i>	<i>MT CO₂e</i>
Carbon Dioxide (CO ₂)	381.45
Methane (CH ₄)	0.04
Nitrous Oxide (N ₂ O)	0.00
<i>Subtotal</i>	<i>381.49</i>
Amortized Construction	12.72
<i>Total</i>	694.06
Significant? (> 10,000 MT CO ₂ e)	No
SOURCE: Atkins (2012) (CalEEMod outputs available as Appendix B to this Mitigated Negative Declaration).	

Although the proposed project would contribute GHG emissions as a result of construction activity, construction emissions would be temporary in nature (approximately 12 months) and would not contribute to long term emissions. In addition, the estimated construction emissions of greenhouse gases (approximately 381.49 MT CO₂e) would not exceed the 10,000 MT threshold.

The proposed project would not increase GHG emissions, but rather, would support the reduction of GHG emissions in the City. The proposed project would implement pedestrian and bicycle improvements including a new cycle track, expanded pedestrian facilities and improved pedestrian access (crosswalks and refuges), circulation modifications, and updated streetscape. The proposed transformation of Colorado Avenue into an active multi-modal street would enable and promote visitors and residents to travel by walking or biking, thereby reducing City-wide GHG emissions that otherwise be generated by automobile use. Implementation of the proposed project would be consistent with the City's SCP and the LUCE for reducing GHG emissions and would have a beneficial impact in reducing GHG emissions. Therefore, no significant impacts relative to GHG emissions would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HAZARDS/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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, 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) If within the vicinity of a private airstrip, 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 through c) **Less-Than-Significant Impact with Mitigation.** The proposed project consists of circulation modifications, streetscape improvements and design enhancements to convert Colorado Avenue into a complete multi-modal street. Based on a review of the lists that are compiled pursuant to Government Code §65962.5, the project site is not located on a hazardous materials site list.⁹ However, the Sears Retail Center located at 302 Colorado Avenue, adjacent to the project site, on the south side of Colorado Avenue, is identified on the State Water Resources Control Board Geotracker database as an open Leaking

⁹ California Environmental Protection Agency, Cortese List Data Resources, <http://www.calepa.ca.gov/sitecleanup/corteseelist/> (accessed April 3, 2012).

Underground Storage Tank (LUST) case currently under site assessment.¹⁰ According to the GeoTracker database, no remediation has been undertaken but the leaking underground storage tank discovered during tank closure was stopped by closing the tank and filling in place. Additionally, the former Sears Auto Center located at 402 Colorado Avenue, the site of the future Expo LRT Station, is identified on the Department of Toxic Substances Control's (DTSC) EnviroStor database as a voluntary cleanup site and indicates that removal and remediation tasks were completed in early 2010 after demolition of the former Sears Auto Center.¹¹ Although the project site is not identified on hazardous materials site list, due to the project site's proximity to a site that has recently undergone remediation and a site that is listed as an open LUST case, the potential exists that project has previously been contaminated. In order to minimize potential risks associated with unknown contamination, in the event that contamination is encountered during earth moving activities, mitigation measure MM HAZ-1 would be implemented, which requires investigation and remediation efforts at the project site reducing potential impacts during construction to a less-than-significant level.

MM HAZ-1 *In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction at the project site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and to determine the level of soil and/or groundwater contamination. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Department of Toxic Substances Control or Regional Water Quality Control Board). If contamination is discovered, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.*

Operation of the proposed project would not create significant hazards due to the handling and release of hazardous materials and emissions as the project site would continue to operate as a public street and no new uses are proposed that would result in an increase in hazards or use of hazardous materials. Accordingly, with implementation of mitigation measure MM HAZ-1 impacts related to the handling, release, or emissions of hazard materials would be less than significant.

¹⁰ State Water Resources Control Board, Geotracker, Case Summary, Sears Retail Center #1178, 302 Colorado Avenue, Santa Monica, CA 90401, Los Angeles, County (accessed March 7, 2012).

¹¹ Department of Toxic Substances Control, EnviroStor, Former Sears Auto Center #6081, 402 Colorado Avenue, Santa Monica, CA, 90401, Los Angeles County, Voluntary Cleanup (accessed March 7, 2012).

- d) **Less-Than-Significant Impact.** Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a compilation of hazardous substance sites selected for remedial action, public drinking water wells with detectable levels of contamination, sites with underground storage tanks (USTs) having a reportable release, sites with known toxic material identified through the abandoned site assessment program, and all solid waste disposal facilities from which there is a known migration. Based on a review of the lists that are compiled pursuant to Government Code §65962.5, the project site is not located on a hazardous materials site list. As the project site is not identified on hazardous materials site list, a less-than-significant impact would occur.
- e and f) **No Impact.** The project site is located approximately 2 miles northwest of the Santa Monica Airport. However, the project site is not located in the area covered by an airport land use plan. No other airports or private airstrips are located in the vicinity of the proposed project site. The proposed project does not include any elements that would create an airport-related safety hazards for the people residing or working in the area. Therefore, no impact would occur.
- g) **Less-Than-Significant Impact.** Colorado Avenue would be reconfigured to provide two lanes of vehicular travel in a westbound only direction. The newly reconfigured Colorado Avenue and the realigned intersection of Colorado Avenue with 2nd Street/Main Street have been designed to accommodate emergency access vehicles (including fire trucks). It is anticipated that eastbound emergency vehicles would be able to travel using other parallel streets including the new Olympic Boulevard extension that will be constructed to the east of the site. During construction of the proposed project, necessary roadway closures would be coordinated with the City's Police and Fire Departments to ensure that emergency access is maintained at all times. As such, the proposed project would not interfere with adopted emergency response or evacuation plans. The impact 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. Therefore, no wildfire impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. HYDROLOGY/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 that 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 that 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 that 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"/>
(i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<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 minimal grading and earthwork. During grading and 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, any of the following:
 1. Detention ponds, sediment ponds or infiltration pits
 2. Dikes, filter berms or ditches
 3. Down drains, chutes or flumes (added by Ord. No. 1992CCS § 1 [part], adopted 11/28/00; amended by Ord. No. 2317CCS § 1, adopted 7/27/10)

Compliance with the above regulatory requirements would minimize pollutant levels in urban runoff during construction. 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, the proposed project would comply with the Urban Runoff Pollution Ordinance either through the payment of the in lieu fee or would capture, treat, and reuse the runoff water on site. As such, the proposed project would have a beneficial impact in reducing pollutant runoff and impacts would be less than significant.

- b) **Less-Than-Significant Impact.** Construction of the proposed project would require minimal grading. No major excavations to groundwater table depth would be required. Therefore, no withdrawal of groundwater (i.e., dewatering system) would be necessary for construction of the proposed project.

With regard to operation, the proposed project would implement streetscape improvements to create a multi-modal street. Design elements including water features and water fountains may be included as part of the proposed project. However, the water demand

associated with these design elements would not be substantial. As such, operation of the proposed project would not substantially deplete groundwater supplies. Project impacts would be less than significant.

- c) **Less-Than-Significant Impact.** The majority of the project site is impervious and developed as a public street with the exception of a few planted street trees and the landscaped Main Street triangle. On-site water management will follow the City of Santa Monica's Stormwater Guidelines for New Construction as well as the City of Santa Monica Urban Watershed Management Plan. The proposed project would continue to operate as an existing street. No new land uses or development are proposed. Therefore, the proposed project would not increase the amount of stormwater runoff. Thus, the existing drainage patterns would be maintained. In addition, project construction would also comply with the requirements of the City's Urban Runoff Pollution Ordinance. The Esplanade project is within the zone (west of 4th Street) deemed unsafe for infiltration due to the impact on the bluffs. Therefore, the project would comply with the Urban Runoff Pollution Ordinance either through the payment of the in lieu fee or would capture, treat, and reuse the runoff water on site. 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 majority of the project site is impervious and developed as a public street with the exception of a few planted street trees and the landscaped Main Street triangle. The proposed project would continue to operate as an existing street. No new land uses or development are proposed. On-site water management will follow the City of Santa Monica's Stormwater Guidelines for New Construction as well as the City of Santa Monica Urban Watershed Management Plan. Therefore, the proposed project would not increase the amount of stormwater runoff. The Esplanade project is within the zone (west of 4th Street) deemed unsafe for infiltration due to the impact on the bluffs. Therefore, the project would meet the Ordinance either through the payment of the in lieu fee or the project would capture, treat, and uses the water on site. 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 majority of the project site is impervious and developed as a public street with the exception of a few planted street trees and the landscaped Main Street triangle. On-site water management will follow the City of Santa Monica's Stormwater Guidelines for New Construction as well as the City of Santa Monica Urban Watershed Management Plan. The proposed project would continue to operate as an existing street. No new land uses or development are proposed. Therefore, the proposed project would not increase the amount of stormwater runoff. The Esplanade project is within the zone (west of 4th Street) deemed unsafe for infiltration due to the impact on the bluffs. Therefore, the project would meet the Ordinance either through the payment of the in lieu fee or the project would capture, treat, and uses the water on site. 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, landscaping elements incorporated into the Esplanade would minimize pollutant runoff throughout the operational life of the project. As such, implementation of the proposed project would not substantially degrade water quality. Impacts would be less than significant.
- g and h) **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the City of Santa Monica¹², the project site is not located within a 100-year flood plain. Additionally, the proposed project does not include new land uses including residential uses, nor does it include the construction of any habitat structures. Therefore, the proposed project would not place housing or structures within a 100-year flood plain. 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.

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 0.25 mile from the ocean. The project site is located less than 0.25 mile (east) of the Pacific Ocean. However, given the site's elevated location from the ocean, the project site is not mapped in a City designated tsunami hazard area.¹³ 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.

¹² Federal Emergency Management Agency, Panel 1590 of 2350 (September 2008), msc.fema.gov (accessed April 2012).

¹³ City of Santa Monica, Online Property Information System (2012) (accessed on March 7, 2012).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. LAND USE/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 type="checkbox"/>	<input checked="" 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 completely developed as an existing street. Surrounding land uses consists predominantly of commercial uses and a parking structure to the north, the Santa Monica Pier to the west, a hotel, Sears building, and the future Palisades Garden Walk (a park) to the south, and the future downtown terminus of the Exposition light-rail line to the east. As the proposed project consists of the redesign of Colorado Avenue to create an active pedestrian-friendly linkages between the Expo light-rail downtown station, the Santa Monica Pier, and Civic Center, the proposed project would not result in the physical division of an establish community. Therefore, no impact would occur.
- b) **No Impact.** The proposed project site includes the Colorado Avenue public roadway, sidewalks and associated landscaped areas (between 4th Street and Ocean Avenue). The project also includes the northern sidewalk of Colorado Avenue from 4th to 5th Streets and limited areas north and south of Colorado Avenue on 2nd Street, Main Street, and 4th Street. As the project site is located entirely within public right-of-way, no zoning or General Plan designations are applicable.

Land use plans applicable to the proposed project include the City's LUCE, the LCP LUP, the Downtown Urban Design Plan, and the Civic Center Specific Plan. The LUCE identifies the project site as the Colorado Esplanade, and includes policies that encourage/require the conversion of Colorado Avenue between 4th Street and Ocean Avenue into a pedestrian-enhanced street that serves as a gateway into the City from the future Expo LRT Station and provides pedestrian and bicycle connections to destinations in the area. The LUP identifies policies intended to ensure maximum access to the coast, protect coastal resources, and promote transit, bicycle and pedestrian access within the Coastal Zone. The Downtown Urban Design Plan and the Civic Center Specific Plan encourages the creation of an attractive street network that includes mixed-mode streets that accommodate pedestrians, bicyclists, motorists, and transit users; serve as gathering places and open space resources; and provides linkages between destinations and activity centers.

Table LU-1 (Consistency with LUCE policies) analyzes the consistency of the proposed project with relevant policies contained in the LUCE.

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy LU1.6 Complete Streets and Open Spaces. Encourage neighborhood streets to function as neighborhood gathering places that promote sociability and human interaction, and feature pedestrian and bicycle-friendly design, within a rich canopy of street trees and parkway landscaping.</p>	<p>Consistent. The proposed project would implement circulation modifications, streetscape improvements, and design enhancements to create a gateway into the City from the Expo LRT Station; a multi-modal street that accommodates pedestrians, transit users, bicyclists, and motorists; and connections between the Expo LRT Station, Downtown, Palisades Garden Walk, the Pier, Palisades Park, and the Civic Center. The proposed project would transform Colorado Avenue within the project site into a multi-modal street that supports pedestrian, transit, and bicycle users through the provision of widened sidewalks, a two-way cycle track, a reduction in the number of vehicular lanes, the realignment of Main Street, enhanced crosswalks, and new signalization. Pedestrian and bicycle facilities would be improved and expanded. Improvements to the Main Street Triangle, an existing landscaped area located on the south side of Colorado Avenue at Main Street would be improved to create a pedestrian gateway to the Civic Center District and create a space for public gathering. The Colorado Avenue streetscape would be enhanced with decorative paving, inlaid wayfinding, street furniture, lighting, landscaping, and public art in order to improve the pedestrian realm. Substantial landscaping, decorative free-standing signs, markers, bike racks, and other streetscape treatments would be provided throughout the Esplanade to delineate the pedestrian, bicycle, and vehicle zones.</p>
<p>Policy LU2.3 Activity Centers. Create vibrant activity centers at select transit crossroads along the boulevards with unique and attractive spaces for meeting, local shopping and living, that include opportunities for affordable and workforce housing for new and existing residents.</p>	<p>Consistent. See analysis of Policy LU1.6.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy LU2.5 Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management programs that support accessibility by transit, bicycle, and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle service to ensure success of the transit system.</p>	<p>Consistent. See analysis of Policy LU1.6. Colorado Avenue would be reconfigured to provide a widened sidewalk (pedestrian promenade) and a cycle track on the south side, and two westbound-only travel lanes. The pedestrian promenade along the south side of Colorado Avenue would aggregate additional sidewalk onto the south side. Locating the widened sidewalk on the south side would minimize potential areas of vehicle and pedestrian conflict (e.g., driveway/sidewalk interface and roadway/sidewalk interface). The cycle track would be provided also on the south side (between the south sidewalk and travel lanes) and would allow bicycle travel in both directions. The cycle track would be separated from the vehicular travel lanes by a buffer. The sidewalk along the north side of Colorado Avenue would be maintained or expanded by up to 5 feet in width.</p>
<p>Policy LU2.6 Active Spaces. Focus new development in defined districts to enable active places that can support diverse local-serving retail and services, walkability, arts and culture. Require, whenever possible, new development to provide convenient and direct pedestrian and bicycle connections.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5.</p>
<p>Policy LU4.4 Pedestrian-Oriented Design. Engage pedestrians with ground-floor uses, building design, site planning, massing, and signage that promote vibrant street life and emphasize transit and bicycle access.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5.</p>
<p>Policy LU4.5 Art and Amenities. Foster creativity and the arts through programming, uses and site improvements such as the provision of community spaces, public art, and creative design of public improvements.</p>	<p>Consistent. See analysis of Policy LU1.6. There may be opportunities to display public art along the Esplanade.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy LU4.7 Pedestrian, Bicycle, and Transit Access. Emphasize pedestrian and bicycle access throughout the City, with a special focus in neighborhood gathering areas. Provide direct and convenient bicycle and pedestrian connections between destinations. Prioritize land use patterns that generate high transit ridership at major transit stops.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity between the future LRT station and the Pier, beach, and downtown.</p>
<p>Policy LU5.2 Integrate Transit Connections. Integrate supporting transit linkages, as well as pedestrian and bicycle connections, at all stations. Parking developed at or near the station is shared with other uses and priced to ensure availability at all times.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity to facilitate transit use.</p>
<p>Policy LU5.3 Create Inviting Station Areas. Incorporate landscaped, enhanced and inviting open space, plazas, and transit-serving uses into station designs.</p>	<p>Consistent. See analysis of Policy LU1.6.</p>
<p>Policy LU6.1 Access and Circulation. Maximize the potential of existing and future assets such as the Expo Light Rail station, oceanfront vistas, and proximity to diverse neighborhoods. Pursue comprehensive parking and circulation strategies between the Downtown and Civic Center.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5.</p>
<p>Policy LU6.2 Vital Downtown. Support the continued transition of Downtown to a thriving, mixed-use urban environment for people to live, work, be entertained, and culturally enriched.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5.</p>
<p>Policy LU6.3 Connections and Open Space. Encourage the development of connective open space and bicycle and pedestrian linkages between the Civic Center, Downtown and the Oceanfront/Pier.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU13.1 Maintain Character. Reinforce the City's distinctive natural, social, and environmental characteristics including its beachfront and connections to the water, its civic and cultural institutions, terrain and climate, and the geographic fabric of neighborhoods and boulevards.</p>	<p>Consistent. See analysis of Policy LU1.6.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy LU15.1 Create Pedestrian-Oriented Boulevards. Orient the City's auto-dependent boulevards into inviting avenues with wider sidewalks, improved transit, distinctive architecture, landscaping, trees and planted medians and neighborhood friendly services--defining a new sense of place where local residents will be attracted to shop, work, live, and play.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU15.5 Pedestrian and Bicycle Connectivity. Encourage the design of sites and buildings to facilitate easy pedestrian and bicycle-oriented connections and to minimize the separation created by parking lots and driveways.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU17.2 Active Streets for Living. Utilize streets as the largest and most universally accessible public spaces in the community by improving them with landscaping, particularly shade trees, pedestrian facilities, and other enhancements that promote active recreation to create a system of green connections throughout the City.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU18.1 Accessibility. Preserve, protect, enhance, and maintain open access to the City's beach areas in a manner that respects adjacent uses, with particular emphasis on pedestrian and bicycle access.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU18.3 Increase Connections. Create additional connections and upgrade existing routes to the beach and oceanfront.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU19.2 Balanced Modes. Design and operate streets with all users in mind including bicyclists, transit users, drivers, and pedestrians of all ages and abilities.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a separated cycle track and enhanced and widened sidewalk along Colorado Avenue to promote safety of pedestrians, bicyclists, and motorists.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy LU19.3 Streets as Open Space. As the City’s most extensive open space network, seek opportunities to expand use of streets, alleys and other public rights-of-way for open space, passive recreational use, and landscaping.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown. The project would include an integrated bicycle, pedestrian, and vehicular design that would facilitate connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy LU20.1 Continuous Tree Canopy. Continue to enhance the tree canopy and coverage throughout the community by coordinated tree planting according to the Urban Forest Master Plan.</p>	<p>Consistent. The proposed project would remove the street trees along the south side of Colorado but would provide replacement landscaping to maintain the continuous tree canopy along Colorado Avenue.</p>
<p>Policy LU20.2 Street Landscaping. Provide street landscaping and streetscape features to enhance the public realm throughout the City. Increase landscaping in medians, parkways, and residual areas resulting from changes to parking or traffic patterns.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would include substantial streetscape features, pedestrian amenities, and street landscaping along Colorado Avenue between 5th Street and Ocean Avenue.</p>
<p>Policy LU20.3 Maintaining the Urban Forrest. Encourage properties adjacent to the public right of way to contribute to the urban forest environment through on site plantings and street tree care and maintenance.</p>	<p>Consistent. The proposed project would remove the street trees along the south side of Colorado but would provide replacement landscaping to maintain the continuous tree canopy along Colorado Avenue.</p>
<p>Policy N27.1 Prioritize the preparation of a Downtown Specific Plan designed to address key issues related the height, density, use and other land use or transportation regulations. Items that could be explored include:</p> <ul style="list-style-type: none"> • Land Use, Urban Design and Development standards that prescribe: <ul style="list-style-type: none"> > Circulation and transportation improvements, with particular emphasis on the Expo Light Rail terminus station and linkages to new and existing multi-modal systems. 	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy B14.2 Implement a streetscape plan with the construction of the rail line for the public right-of-way along the avenue between the Memorial Park Station and Downtown.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide an integrated and enhanced streetscape between 5th Street and Ocean Avenue.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy D1.3 Maintain and support the Third Street Promenade as an important asset that serves the diverse needs of the community, from a regional destination to an important center of activity.</p>	<p>Consistent. The proposed project would provide enhanced connectivity between the future LRT station and the downtown, including the Third Street Promenade.</p>
<p>Policy D1.5 Focus new investment in the areas of the Downtown District that are accessible to transit, contribute to the pedestrian-oriented environment, and support substantial community benefits such as:</p> <ul style="list-style-type: none"> • Near the proposed Expo Light Rail Station. 	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy D2.1 Develop a pedestrian gateway plaza at 4th and Colorado where riders are greeted, oriented and directed to their destination.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. In addition, The intersection of 4th Street and Colorado Avenue and 2nd Street/Main Street and Colorado Avenue would be modified according to the newly configured road geometry, with signal phases and pedestrian crosswalks to accommodate vehicle movements and pedestrian crossings. The paving materials at the intersections would be improved to mark the pedestrian crossings. In addition, the intersection of Ocean Avenue and Colorado Avenue would be equipped with a new pedestrian scramble signal to facilitate pedestrian movements across this intersection.</p>
<p>Policy D2.2 Encourage Expo Light Rail station access, including a second entrance at the southern end of the platform, which is well integrated with path of travel and other functions and amenities in the station area.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. While the proposed project would not include a second entrance at the southern edge of the future LRT platform, it would provide enhanced connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy D2.3 Encourage amenities in the station plaza area to enhance both the transit experience and the Downtown environment.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide an enhanced pedestrian experience and provide connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
Policy D2.4 Capitalize on the Expo Light Rail line's location and arrival at the Pacific Ocean—maximizing the dramatic viewing experience of the Santa Monica Bay as a defining feature of Santa Monica.	Consistent. The proposed project would not interfere with the existing view corridor down Colorado Avenue toward the ocean and the Pier.
Policy D3.1 Provide design consistency with streetscape and plaza improvements that address the concept of a gateway.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.
Policy D4.1 Redistribute vehicular traffic to avoid the Colorado Avenue and 4 th Street intersection.	Consistent. Vehicular travel on the Esplanade would be provided through two westbound-only travel lanes. Main Street would be realigned between the Main Street Bridge and Colorado Avenue to connect with 2 nd Street. The intersections of Colorado Avenue with 2 nd Street/Main Street and 4 th Street would be improved with decorative crosswalks, inlaid wayfinding, and new traffic signals for vehicles, pedestrians, bicyclists.
Policy D4.3 Evaluate potential changes to vehicular traffic patterns to prioritize transit and pedestrians.	Consistent. See analysis of Policy D4.1, Policy LU1.6, and Policy LU2.5.
Policy D5.1 Create an inviting and sufficiently wide landscaped pedestrian concourse on Colorado Avenue from the Downtown Light Rail station to the Pier.	Consistent. See analysis of Policy LU1.6 and Policy LU2.5.
Policy D5.2 Identify clear walking routes and provide a quality pedestrian experience such as a diagonal pathway from the station to the Promenade through Santa Monica Place anchor department stores.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown. The paving materials at the intersections would be improved to mark the pedestrian crossings.
Policy D6.2 Identify desirable connections for bicycles to/from the station, linkages to existing bike lanes/paths, including the beach bike path and address the need for additional bike lanes/paths.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
<p>Policy D9.1 Design and manage streets to be an integral part of the urban open space in the Downtown by:</p> <ul style="list-style-type: none"> • Enhancing the streets by establishing the street as a place of public meeting and exchange. • Encouraging strategies such as maintaining on-street parking, widening sidewalks in key locations, enhancing intersections to reduce pedestrian crossing distance and increasing safety, maintaining the two-way street pattern, improving way-finding signage, providing for activities such as farmer’s markets, and accommodating sidewalk dining where appropriate. 	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy D9.5 Encourage public art throughout the Downtown.</p>	<p>Consistent. Substantial landscaping, decorative free-standing signs, markers, bike racks, and other streetscape treatments would be provided throughout the Esplanade to delineate the pedestrian, bicycle, and vehicle zones. The proposed project may also incorporate public art in the design as appropriate.</p>
<p>Policy D10.1 Enhance and/or increase connections from the Downtown to the Pier, Beach and Oceanfront areas.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy D12.1 Establish the Downtown Light Rail Station as a focus of a network of circulation that connects the Downtown, Civic Center, Main Street, and Beach and Oceanfront Districts.</p>	<p>Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.</p>
<p>Policy D12.2 Integrate infrastructure improvements with circulation, transit, parking and the parks.</p>	<p>Consistent. Street furniture and facilities such as street and traffic lights, and their serving utility connections, will need to be relocated when the south sidewalk is widened. See also analysis of Policy LU1.6 and Policy 2.5.</p>

Table LU-1 Consistency with Relevant LUCE Policies	
<i>Policy</i>	<i>Consistency Analysis</i>
Policy D16.1 Develop and improve the visual and physical connections between the Civic Center and Downtown, Beach and Oceanfront and the Main Street Districts and the Ocean Park neighborhood.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.
Policy D16.2 Enhance the quality and character of the pedestrian environment with streetscape improvements including wider sidewalks where possible, benches, landscaping, street trees, and pedestrian safety amenities such as crosswalks.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.
Policy D16.3 Develop and enhance the pedestrian areas on 4 th Street between Pico Boulevard and Colorado Avenue with landscaping, street trees, pedestrian amenities, and wider Sidewalks where possible.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.
Policy D16.5 Improve the connectivity between the Civic Center District, Downtown, Beach and Oceanfront and Main Street Districts with integrated pedestrian and bicycle pathways.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.
Policy D19.1 Enhance connections between the City and the beach in accordance with policies set forth in the Open Space Element.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.
Policy D19.6 Preserve the public view corridors, including western views to the ocean from the east-west streets and boulevards, views to the ocean and the Pier from Palisades Park, and views from the Pier to the City.	Consistent. The proposed project would not obstruct or adversely affect the existing view corridor along Colorado Avenue toward the Pier.
Policy D20.10 Encourage a well-landscaped streetscape that facilitates pedestrian movement and creates places for people to gather.	Consistent. See analysis of Policy LU1.6 and Policy 2.5. The proposed project would provide a gateway with streetscape enhancements and connectivity of the future LRT station with the Pier, oceanfront, and downtown.

The proposed project would also include an amendment to the Civic Center Specific Plan (CCSP). The CCSP calls for 2nd Street to be extended south from its current terminus at

Colorado Avenue, across the Santa Monica Freeway on a new bridge to Olympic Drive, with closure of the Main Street Bridge to vehicle traffic (See Policy OS-10 on page 25 of the CCSP and Policy C-2). The amendment would eliminate that original proposal and would realign Main Street with 2nd Street. With adoption of this amendment, the proposed project would be consistent with the CCSP. Accordingly, the project would comply with applicable policies and achieve the goals/objectives/vision of applicable land use plans including the City's LUCE, the LUP, the Downtown Urban Design Plan, and the Civic Center Specific Plan. As such, no conflict would occur and there would be no impact.

- c) **No Impact.** The project site is completely developed as an existing street and is located in a highly urbanized area. Accordingly, no Habitat Conservation Plan, or Natural Community 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.

		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 and graded, 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.¹⁴ Given that the project site is located within a highly urbanized area of the City and has been previously disturbed and graded, 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.

¹⁴ U.S. Geological Survey (2012).

	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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** Neighborhood effects include those impacts that might affect the “quality of life” of the residents of adjacent and surrounding uses. Quality of life represents a composite impression, and is usually expressed in terms of overall environment, combining ambient noise levels, air quality, traffic congestion, and aesthetics of an area. The proposed project would not result in an adverse impact on quality of life. Rather, the proposed project would improve the quality of life in the community by creating a sustainable and active multi-modal street that would serve pedestrians, cyclists, and vehicles, and includes streetscape improvements that enhances the visual quality of the area. In addition, the proposed project would create improved connections between the Expo LRT Station, the Downtown, Palisades Garden Walk, the Pier, and the Civic Center, as well as other destinations in the area. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. NOISE. Would the project:				
(a) Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Result in the 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) Result in 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) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact with Mitigation.** As previously described, the proposed project consists of streetscape improvements, design enhancements, and circulation modifications of existing public streets, sidewalks, and landscaped areas within the project site to transform Colorado Avenue into a multi-modal street, create a gateway from the future Expo LRT station, and provide connections between the future Expo LRT Station, Downtown, the future Palisades Garden Walk, the Pier, and the Civic Center, as well as other destinations dispersed throughout the area. The proposed project would not introduce any new land uses to the project site or generate any additional traffic in the City that would generate noise. The proposed Colorado Esplanade project is not a traffic-generating development project but rather is expected to result in localized shifts in travel patterns within the Downtown Santa Monica area. Traffic volumes would not result in an increase such that noise levels along the project vicinity roadways would noticeable increase. When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people (Caltrans 1998). As such, operation of the proposed project would not expose persons to or generation of noise levels in excess of established standards and less-than-significant impact would occur.

Construction of the proposed project would involve minimal construction activities associated with realignment of Main Street, new paving, and the expansion of sidewalks. Construction activities associated with the proposed project could result in a small but temporary increase in ambient noise levels. Construction noise could be generated by dirt haulers, concrete mixers, materials delivery and on-site movement, and hand and power

tools such as hammers, skill saws, pneumatic nail guns, and power drills, as well as by the arrival and departure of construction laborers and the on-site servicing of equipment. Typical construction noise levels are illustrated in Table NOI-1.

Table NOI-1 Noise Ranges of Typical Construction Equipment	
<i>Construction Equipment</i>	<i>Noise Levels in dBA L_{eq} at 50 Feet¹</i>
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances* (1971).
Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

The closest noise-sensitive receptors are the multi-family residential uses located at 1539 4th Street, adjacent to the area of construction for the proposed project. For the purposes of this analysis, these residential uses would be within 50 feet of construction activity. Approximate noise levels anticipated to be experienced by these nearby sensitive uses due to construction activities occurring at the project site have been estimated and are shown in Table NOI-2.

Table NOI-2 Typical Outdoor Construction Noise Levels		
Construction Phase	Noise Level at 50 Feet with Mufflers (dBA Leq)	Noise Level at 75 Feet with Mufflers (dBA Leq)
Ground Clearing	82	79
Excavation/Grading	86	83
Foundations	77	74
Structural	83	80
External Finishing	86	83

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances* (1971).

The noise levels at the off-site sensitive uses were determined with the following equation from the HMMH *Transit Noise and Vibration Impact Assessment, Final Report*: $L_{eq} = L_{eq \text{ at } 50 \text{ ft.}} - 20 \text{ Log}(D/50)$, where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, $L_{eq \text{ at } 50 \text{ ft.}}$ = noise level of source at 50 feet. Noise levels have been rounded up to the nearest whole number.

Given the location of the project site in the Downtown, which has a relatively high level of human activity and vehicular traffic, existing ambient noise levels are also moderate to high. Therefore, while construction activities would increase the noise levels in the project area, the Noise Ordinance (Santa Monica Municipal Code Section 4.12.110)) allows for an up to 20 dBA increase during construction hours or 40 dBA for instantaneous noise. Further, the Noise Ordinance limits the hours that construction activities are permitted to between 8:00 AM and 6:00 PM Monday through Friday and between 9:00 AM and 5:00 PM on Saturday, and allows for construction noise to exceed established noise thresholds so long as it occurs between the hours of 10:00 AM and 3:00 PM. Exterior noise level standards for residential uses are set at 60 dBA, thereby allowing for a maximum construction noise level of 80 dBA; however, the City's Municipal Code allows for noise levels to exceed the 80 dBA limit as long as they occur between the hours of 10:00 AM and 3:00 PM on weekdays.

The closest noise-sensitive receptors are the multi-family residential uses located at 1539 4th Street, adjacent to the area of construction for the proposed project. For the purposes of this analysis, these residential uses would be within 50 feet of construction activity. Based on the information presented in Table NOI-2, construction activities would potentially exceed 86 dBA during the noisiest construction period. Noise-generating activities that would exceed the thresholds would be limited to between 10:00 AM and 3:00 PM in compliance with the Noise Ordinance (Section 4.12.110(d) of the SMMC). In addition to compliance with the SMMC, mitigation measures would be required to reduce impacts associated with construction noise to a less-than-significant level. With mitigation and compliance with the Noise Ordinance, construction of the proposed project would not expose persons to or generation of noise levels in excess of established standards and a less-than-significant impact would occur.

MM NOI-1 *The City's construction contracts for the proposed project shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the project site to reduce construction noise levels:*

- *Construction equipment shall be properly muffled according to manufactures specifications or as required by the City's Department of Building and Safety, whichever is the more stringent.*

- *Noise-generating construction equipment and construction staging areas shall be located away from sensitive uses, where feasible, to the satisfaction of the Department of Building and Safety.*
- *Noise-attenuation measures shall be implemented, which may include, but are not limited to, noise barriers or noise blankets to the satisfaction of the City's Department of Building and Safety.*

MM NOI-2 The City's construction contracts for the proposed project shall include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the project site, are located as far away from vibration- and noise-sensitive sites as possible. Contract provisions incorporating the above requirements shall be included as part of the project's construction documents, which shall be reviewed and approved by the City.

MM NOI-3 The City's construction contracts for the proposed project shall include specifications that heavily loaded trucks used during construction shall be routed away from residential streets to the extent possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

MMNOI-4 The City's construction contracts for the proposed project shall require that any construction activity that would result in the generation of noise that would exceed 80 dBA noise levels when measured at a distance of 50 feet from the construction site occur only between the hours of 10:00 AM and 3:00 PM, Monday Through Friday provided appropriate permits are issued by the City of Santa Monica.

b) **Less-Than-Significant Impact.** As previously described, the proposed project consists of streetscape improvements, design enhancements, and circulation modifications of existing public streets, sidewalks, and landscaped areas within the project site. The proposed project would not introduce any new land uses to the project site that would generate groundborne vibration or noise. As such, operation of the proposed project would not expose persons to or generate groundborne vibration or groundborne noise levels, and less-than-significant impact would occur.

This analysis uses the FTA vibration impact thresholds for sensitive buildings, residences, and institutional land uses. These thresholds are 85 VdB, which is the vibration level that is considered by the FTA to be acceptable only if there are an infrequent number of events per day. In terms of groundborne vibration impacts on nearby structures, this analysis will use the FTA's vibration damage threshold of approximately 100 VdB for fragile buildings.¹⁵

Certain construction activities that would occur under the proposed project would have the potential to generate groundborne vibration. Table NOI-3 (Vibration Source Levels for Construction Equipment) identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

¹⁵ Harris Miller Miller & Hanson Inc., *Transit Noise and Vibration Impact Assessment, Final Report* (May 2006).

Table NOI-3 Vibration Source Levels for Construction Equipment		
Equipment	Approximate VdB	
	50 Feet	100 Feet ^a
Large Bulldozer	81	75
Caisson Drilling	81	75
Loaded Trucks	80	74
Jackhammer	73	67
Small Bulldozer	52	46

SOURCE: Federal Railroad Administration, 1998; and PBS&J, 2008.

a. The vibration levels at the off-site sensitive uses are determined with the following equation from the HMMH Transit Noise and Vibration Impact Assessment, Final Report: $L_v(D) = L_v(25 \text{ ft}) - 20 \log(D/25)$, where L_v = vibration level of equipment, D = distance from the equipment to the receiver, $L_v(25 \text{ ft})$ = vibration level of equipment at 25 feet.

Construction of the proposed project would involve minimal construction activities associated with realignment of Main Street, new paving, and the expansion of sidewalks. Construction activities would have the potential to impact the multi-family residential uses located at 1539 4th Street, adjacent to the area of construction for the proposed project, and located approximately 50 feet from construction activities. As shown in Table NOI-3, vibration levels at the residential uses to the east would reach approximately 81 VdB.

Such levels of vibration during construction would be temporary and short in duration. Further, as identified in SMMC Section 4.12.070, vibration associated with construction is considered exempt from City regulation. In addition, mitigation measures MM NOI-1 through NOI-4 would serve to further reduce impacts associated with construction vibration by locating vibration-generating equipment away from existing sensitive receptors and providing advance notification to nearby receptors. Therefore, impacts associated with vibration resulting from construction of the proposed project would be considered less than significant.

- c) **Less-Than-Significant Impact.** The proposed project consists of streetscape improvements, design enhancements, and circulation modifications of existing public streets, sidewalks, and landscaped areas within the project site. The proposed project would not introduce any new land uses to the project site or generate any additional population in the City that would generate noise. The proposed Colorado Esplanade project is not a traffic-generating development project but rather is expected to result in localized shifts in travel patterns within the Downtown Santa Monica area. Removal of Colorado eastbound and realignment of Main Street to 2nd Street would result in potential local traffic diversion to the parallel east/west arterials such as Broadway and Olympic Drive (and future extension between Main Street and Ocean Avenue) and adjacent north/south corridors such as 4th Street and Ocean Avenue. This shift in traffic would not increase vehicle volumes to a level where roadway noise levels would increase to a noticeable level. As such, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity and less-than-significant impact would occur.
- d) **Less-Than-Significant Impact with Mitigation.** Construction of the proposed project would involve minimal construction activities associated with the realignment of Main Street, new paving, and the expansion of sidewalks. Construction activities associated with the proposed

project could result in a small but temporary increase in ambient noise levels as described in Section XIV (a). Construction-related noise impacts would be reduced to a less-than-significant level through compliance with SMMC Section 4.12.110, which limits the hours that construction activities is permitted to between 8:00 AM and 6:00 PM Monday through Friday and between 9:00 AM and 5:00 PM on Saturday; and allows for construction noise to exceed established noise thresholds so long as it occurs between the hours of 10:00 AM and 3:00 PM. In addition, mitigation measures MM NOI-1 through MM NOI-4 would serve to further reduce impacts associated with temporary increases in construction-related noise. As such, construction of the proposed would generate a temporary increase in ambient noise levels. However, compliance with the Noise Ordinance would ensure that noise levels are temporary and only occur during permitted hours. Therefore, this impact would be less than significant.

e and f) **No Impact.** The project site is located approximately two miles northwest of the Santa Monica Airport. However, the project site is not located in the area covered by an airport land use plan. No other airports or private airstrips are located in the vicinity of the proposed project site. The proposed project consists of streetscape improvements, design enhancements, and circulation modifications of existing public streets, sidewalks, and landscaped areas within the project site. The proposed project would not introduce any new land uses to the project site and the project site would continue to exist as a public street. As such, the proposed project would not expose people residing or working in the project area to excess noise levels and no impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. POPULATION/HOUSING. Would the project:				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<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.** The proposed project would implement streetscape improvements and enhancements to create a multi-modal street that would connect the Exposition light-rail line, the Downtown, Palisades Garden Walk, the Pier, and the Civic Center. The proposed project does not propose new uses that would generate population growth. The project site would continue to operate as a public street. Therefore, the proposed project would not induce population growth. No impacts would occur.

b and c) **No Impact.** The proposed project site is currently developed as the Colorado Avenue public ROQ. No housing exists on the project site. Therefore, development of the proposed project would not displace housing or people. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. PUBLIC SERVICES				
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the 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:				
(i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through e) **No Impact.** The proposed project consists of streetscape improvements and design enhancements to convert Colorado Avenue into a complete multi-modal street that would create a connection between the Expo LRT Station, the Downtown, Palisades Garden Walk, the Pier, and the Civic Center. No new uses are proposed that would result in an increased demand for public services. The project site would continue to operate as a public street. As such, the proposed project would not necessitate the construction of new or physically altered governmental facilities and no impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. RECREATION. Would the project:				
(a) 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) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact.** The proposed project consists of circulation modifications, streetscape improvements, and design enhancements to convert Colorado Avenue into a complete multi-modal street that create connections between the Expo LRT Station, the Downtown, Palisades Garden Walk, the Pier, and the Civic Center. While the proposed project would provide for improved connections to a number of existing and future recreational facilities in the Downtown and Civic Center areas, no new uses are proposed that would in itself result in the increased use of recreational facilities. Additionally, as part of the project, the existing landscaped area known as the Main Street Triangle located at the

intersection of Main Street and Colorado Avenue would be reconfigured and improved with pedestrian paths, street furniture and amenities, lighting treatments, and landscaping to create additional open space areas. As such, impacts would be less than significant.

- b) **Less-Than-Significant Impact.** The proposed project consists of streetscape improvements and design enhancements to convert Colorado Avenue into a complete multi-modal street that would connect the Expo LRT Station, the Downtown, Palisades Garden Walk, the Pier, and the Civic Center. As part of the project, the existing landscaped area known as the Main Street Triangle located at the intersection of Main Street and Colorado Avenue would be reconfigured and improved with pedestrian paths, street furniture and amenities, lighting treatments, and landscaping. Construction effects associated with the reconfiguration and improvement of the Main Street Triangle have been analyzed throughout this IS.MND, and determined to be less than significant or less than significant with mitigation. Please refer to Section II (Air Quality), Section VI (Greenhouse Gas Emissions), Section X (Hydrology/Water Quality), Section XIV (Noise), and Section XIX (Transportation/Traffic) for a detailed analysis of construction related effects associated with the proposed project. As construction of the reconfigured and improved Main Street Triangle open space area would result in a less-than-significant impacts, this impact is considered less than significant and no further discussion is required.

	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.** Shadow impacts occur when a new building/structure of sufficient height casts new shadows onto nearby sensitive receptors. The closest noise-sensitive receptors are the multi-family residential uses located at 1539 4th Street, adjacent to the project area. The consequences of shadows on land uses may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. The proposed project would implement streetscape improvements and enhancements to create a multi-modal street. Above-grade structures/features would include light poles, trees, and other pedestrian amenities (such as bus shelters). Minor shadows would be produced from these features. However, shadows would generally be cast in a clockwise direction (from northwest to the east) and would not be sufficient to create significant shadows onto nearby sensitive uses. In addition, shadows cast by the proposed trees on the Esplanade are considered beneficial in providing relief from the sun. Therefore, a less-than-significant impact would occur and no mitigation is required.

	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 nonmotorized 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 checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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.** The proposed project would not introduce any new land uses to the project site or generate any additional traffic in the City that would generate noise. The proposed Colorado Esplanade project is not a traffic-generating development project but rather is expected to result in localized shifts in travel patterns within the Downtown Santa Monica area. A traffic impact analysis was prepared by Fehr & Peers, appended to this document as Appendix C, to determine the project's impacts on traffic patterns. The study analyzed existing conditions and traffic forecasts in accordance with the established methodology for the City of Santa Monica. Full descriptions of the existing street system and existing traffic volumes and levels of service are included in that report. The report also describes pedestrian and bicycle facilities in the vicinity of the project site. Regional access to the project corridor is provided by the Santa Monica Freeway (I-10), Palisades Beach Road (also known as Pacific Coast Highway and SR-1), and Lincoln Boulevard (SR-1). I-10 provides east/west access across the City of Santa Monica and to the City of Los Angeles to the east. The nearest freeway access to the project site from the I-10 is available via interchanges at Lincoln Boulevard and 4th Street/5th Street. I-10 Freeway connects to the

I-405 Freeway, which provides north/south access through the adjacent City of Los Angeles and connects the Westside with the San Fernando Valley to the north and the South Bay area to the south. Access to the project site from the I-405 is available via the I-10 and at Wilshire Boulevard approximately 3 miles east of the study area.

The City of Santa Monica impact criteria used to evaluate potential traffic impacts ~~on street segments~~ intersections are based on existing ~~Average Daily Trips (ADT)~~ intersection peak hour volumes and the projected level of volume increase that can be attributed to the project. The Santa Monica significance criteria for ~~collector, feeder, and local streets and arterial intersections~~ are provided in Table TRAF-1.

Table TRAF-1 City of Santa Monica Significant Impact Criteria Arterial and Collector Intersections*	
Cumulative Base Scenario	Cumulative Plus Project Scenario
If LOS = A, B, or C <ul style="list-style-type: none"> • And is a collector street intersection • And is an arterial intersection 	Significant impact if: <ul style="list-style-type: none"> • Average vehicle delay increase is > 15 seconds or LOS becomes D, E, or F • Average vehicle delay increase is > 15 seconds or LOS becomes E or F
IF LOS = D <ul style="list-style-type: none"> • And is a collector street intersection • And is an arterial intersection 	Significant impact if: <ul style="list-style-type: none"> • Any net increase in average seconds of delay per vehicle • Average vehicle delay increase is > 15 seconds or LOS becomes E or F
IF LOS = E <ul style="list-style-type: none"> • And is a collector or arterial intersection 	Significant impact if: <ul style="list-style-type: none"> • Any net increase in average seconds of delay per vehicle
IF LOS = F <ul style="list-style-type: none"> • And is a collector or arterial intersection 	Significant impact if: <ul style="list-style-type: none"> • HCM V/C ratio net increase is > 0.005

SOURCE: Fehr and Peers, *Traffic Study for the Colorado Avenue Esplanade Project* (May 2012).

* Functional street classifications in this table are from the City's previous Circulation Element. The 2010 Land Use and Circulation Element (LUCE) has adopted a different typology for streets within the City but the significance criteria have not yet been revised.

Existing conditions at the study area intersections were established and are illustrated in Table TRAF-2.

Table TRAF-2 Existing Intersection Conditions						
No.	Intersection	Class	Peak Hour	Existing ^a		
				V/C	Delay ^b	LOS
1	Ocean Avenue & Santa Monica Boulevard	A	AM	0.506	10	A
			PM	0.523	14	B
			WKND	0.572	13	B

Table TRAF-2 Existing Intersection Conditions						
No.	Intersection	Class	Peak Hour	Existing ^a		
				V/C	Delay ^b	LOS
2	Ocean Avenue & Broadway	A	AM	0.545	10	A
			PM	0.617	11	B
			WKND	0.528	15	B
3	Ocean Avenue & Colorado Avenue	A	AM	0.573	12	B
			PM	0.783	22	C
			WKND	0.988	68	E
4	Ocean Avenue & Moomat Ahiko Way (PCH ramps)	A	AM	0.597	19	B
			PM	0.818	21	C
			WKND	0.730	21	C
5	Ocean Avenue & Olympic Drive	A	AM	n/a		
			PM			
			WKND			
6	Ocean Avenue & Pico Boulevard	A	AM	0.807	20	B
			PM	0.880	28	C
			WKND	0.692	22	C
7	2 nd Street & Santa Monica Boulevard	A	AM	0.398	11	B
			PM	0.689	14	B
			WKND	0.549	12	B
8	2 nd Street & Broadway	C	AM	0.285	10	A
			PM	0.496	11	B
			WKND	0.522	12	B
9/10	Main/2nd & Colorado ^c	A	AM	0.477	35	C
			PM	0.493	37	D
			WKND	0.495	36	D
11	Main Street & Olympic Drive (Unsignalized)	C	AM	0.740	— ^d	F
			PM	0.303	22	C
			WKND	0.467	22	C
12	Main Street & Pico Boulevard	A	AM	0.685	23	C
			PM	0.748	35	C
			WKND	0.686	23	C

Table TRAF-2 Existing Intersection Conditions						
No.	Intersection	Class	Peak Hour	Existing ^a		
				V/C	Delay ^b	LOS
13	4 th Street & Santa Monica Boulevard	A	AM	0.723	12	B
			PM	0.776	16	B
			WKND	0.463	12	B
14	4 th Street & Broadway	A	AM	0.709	19	B
			PM	0.858	27	C
			WKND	0.729	38	D
15	4 th Street & Colorado Avenue	A	AM	0.731	27	C
			PM	0.789	30	C
			WKND	0.811	30	C
16	4 th Street & I-10 Westbound Off-Ramp	A	AM	0.623	17	B
			PM	0.538	17	B
			WKND	0.576	18	B
17	4 th Street & I-10 Eastbound On-Ramp/Olympic Drive	A	AM	1.041	27	C
			PM	0.668	7	A
			WKND	0.841	10	A
18	4 th Street & Pico Boulevard	A	AM	0.862	30	C
			PM	0.897	64	E
			WKND	0.736	25	C
19	5 th Street & Santa Monica Boulevard	A	AM	0.375	11	B
			PM	0.533	12	B
			WKND	0.437	11	B
20	5 th Street & Broadway	A	AM	0.487	11	B
			PM	0.689	14	B
			WKND	0.589	12	B
21	5 th Street & Colorado Avenue	A	AM	0.484	11	B
			PM	0.597	12	B
			WKND	0.606	13	B
22	Lincoln Boulevard & Colorado Avenue	A	AM	0.986	32	C
			PM	0.970	39	D
			WKND	1.089	32	C

Table TRAF-2 Existing Intersection Conditions						
No.	Intersection	Class	Peak Hour	Existing ^a		
				V/C	Delay ^b	LOS

n/a = Intersection does not exist in the Existing Year

- a. The City's new Year 2011 "weekend" traffic count data were used for the Saturday analysis at the following locations: Ocean & Broadway, Ocean & Colorado, 2nd & Broadway, 2nd & Colorado, Main & Colorado, 4th & Colorado, 4th & Broadway, 4th & I-10 westbound off-ramp, 4th & Colorado eastbound on-ramp. The weekday AM and PM peak hours traffic analysis for the above-mentioned intersections were developed based on year 2007 count data. For the remaining study intersections, year 2007 traffic count data were applied to all analyzed periods (including weekday AM, PM and Saturday midday).
- b. Average stopped delay per vehicle, in seconds.
- c. The intersections of Colorado Avenue and 2nd Street and Colorado Avenue and Main Street were analyzed as one intersection as these two intersections are currently controlled by the same traffic signal controller and are synchronized.
- d. Indicates oversaturated conditions. Delay cannot be calculated.

Using the criteria established by the City of Santa Monica for significant traffic impacts, as described above, a project would not be considered to have a significant impact at an intersection if, for example, it is on an arterial street operating at LOS D with the addition of project traffic and the incremental change in the average vehicle delay is less than 15 seconds. If the intersection is operating at LOS E after the addition of project traffic and the average vehicle delay increases by any amount, however, this would be considered a significant project impact. All impacts on intersections projected to operate at LOS F are based on the V/C ratio, with project-related increases of 0.005 or greater considered significant.

Approval Year (Year 2012) plus Project

The Approval Year (Year 2012) plus Project peak hour traffic volumes were analyzed to determine potential future operating conditions at the study intersections and to identify specific traffic impacts resulting from project-contributed traffic. The results of this analysis are summarized in Table TRAF-3 for comparison with the Approval Year (Year 2012) No project intersection conditions.

Using the City of Santa Monica's traffic impact significance criteria, the results indicate that the proposed project would not cause a significant impact at any of the 22 study intersections during any of the analyzed peak hours. Since no significant traffic impacts were found under Approval Year (Year 2012) plus Project conditions, no mitigation measures were identified.

Removal of Colorado eastbound and realignment of Main Street to 2nd Street would result in potential local traffic diversion to the parallel east/west arterials such as Broadway and Olympic Drive and adjacent north/south corridors such as 4th Street and Ocean Avenue. The traffic analysis indicates that these traffic shifts can be fully accommodated by the given traffic capacity in these parallel corridors, without creating significant operational issues or travel delays. Converting Colorado Avenue between Ocean Avenue and 4th Street from two-way to one-way street and realignment of Main Street at 2nd Street & Colorado would result in fewer conflicting vehicular traffic movements at the three intersections on Colorado Avenue between Ocean Avenue and 4th Street. It will also provide opportunity to introduce a shared pedestrian scramble phase at Ocean Avenue & Colorado Avenue, which will allow pedestrians to access the Pier from the Esplanade diagonally.

Future Year (Year 2020) plus Project

The Future (Year 2020) plus Project peak hour traffic volumes were analyzed to determine potential future operating conditions at the study intersections and to identify specific traffic impacts resulting from the addition of project-contributed traffic. The results of this analysis are summarized in Table TRAF-4.

Using the City of Santa Monica's traffic impact significance criteria, the results indicate that the proposed project would not cause a significant impact at any of the 22 study intersections during any of the analyzed peak hours. Since no significant traffic impacts were found under Future Year (Year 2020) plus Project conditions, no mitigation measures were identified.

With the construction of the Expo LRT and reduction of traffic capacity on Colorado Avenue and removal of Colorado eastbound between 4th Street and 5th Street under future 2020 conditions, traffic will be diverted from Colorado Avenue to the parallel corridors. With the proposed Esplanade project, conversion of Colorado Avenue to one-way westbound only between Ocean Avenue and 4th Street plus realignment of Main Street to 2nd Street would result in potentially additional traffic redistribution in Downtown Santa Monica. The traffic analysis indicates that these traffic shifts can be fully accommodated by the given traffic capacity in these parallel corridors, without creating significant operational issues or travel delays. Furthermore, converting Colorado Avenue between Ocean Avenue and 4th Street from two-way to one-way street and realignment of Main Street at 2nd Street & Colorado would result in fewer conflicting vehicular traffic movements at the three intersections on Colorado Avenue between Ocean Avenue and 4th Street. It will also provide opportunity to introduce a shared pedestrian scramble phase at Ocean Avenue & Colorado Avenue, which will allow pedestrians to access the Pier from the Esplanade diagonally.

Operational traffic impacts of the proposed project would be less than significant and no mitigation is required.

With respect to construction traffic, construction activities associated with the proposed project would result in additional construction traffic in the project vicinity. Construction activities would result in full or partial closure of Colorado Avenue. Traffic detours in the public right-of-way could occur as a result of project construction. In addition, traffic associated with construction activities on the surrounding arterials would increase and could potentially affect existing traffic flow. However, implementation of mitigation measure MM TRAF-1, would reduce this impact to a less-than-significant level by requiring the preparation of a traffic control plan, which would include provisional measures to reduce construction traffic, coordinate road closures, and limit truck queuing.

MM TRAF-1 The City shall prepare, implement and maintain a Construction Impact Mitigation Plan prior to issuance of a building permit to adequately manage traffic during construction and shall be designed to:

- *Prevent traffic impacts on the surrounding roadway network*
- *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable*
- *Ensure safety for both those constructing the project and the surrounding community*
- *Prevent substantial truck traffic through residential neighborhoods*

Table TRAF-3 Approval Year (Year 2012) Intersection Level of Service and Impact Analysis											
No.	Intersection	Class	Peak Hour	Approval Year No Project			Approval Year + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
1	Ocean Avenue & Santa Monica Boulevard	A	AM	0.531	10	A	0.272	13	B	3	No
			PM	0.576	15	B	0.512	15	B	0	No
			WKND	0.577	13	B	0.561	13	B	0	No
2	Ocean Avenue & Broadway	A	AM	0.559	11	B	0.375	15	B	4	No
			PM	0.627	11	B	0.503	13	B	2	No
			WKND	0.533	15	B	0.599	16	B	1	No
3	Ocean Avenue & Colorado Avenue	A	AM	1.020	35	C	0.465	35	C	0	No
			PM	1.233	69	E	0.912	68	E	0	No
			WKND	0.966	69	E	0.953	67	E	0	No
4	Ocean Avenue & Moomat Ahiko Way (PCH ramps)	A	AM	0.610	19	B	0.529	19	B	0	No
			PM	0.842	22	C	0.691	20	B	0	No
			WKND	0.736	21	C	0.745	22	C	1	No
5	Ocean Avenue & Olympic Drive	A	AM	n/a			n/a			n/a	
			PM								
			WKND								
6	Ocean Avenue & Pico Boulevard	A	AM	0.818	20	B	0.740	20	B	0	No
			PM	0.893	29	C	0.918	30	C	1	No
			WKND	0.698	22	C	0.636	21	C	0	No
7	2 nd Street & Santa Monica Boulevard	A	AM	0.405	11	B	0.292	10	A	0	No
			PM	0.719	15	B	0.572	12	B	0	No
			WKND	0.554	12	B	0.635	13	B	1	No

Table TRAF-3 Approval Year (Year 2012) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Approval Year No Project			Approval Year + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
8	2 nd Street & Broadway	C	AM	0.318	11	B	0.365	10	A	0	No
			PM	0.534	11	B	0.516	12	B	1	No
			WKND	0.527	12	B	0.644	13	B	1	No
9/10	Main/2 nd & Colorado	A	AM	0.481	35	C	0.372	21	C	0	No
			PM	0.497	37	D	0.607	29	C	0	No
			WKND	0.499	36	D	0.526	23	C	0	No
11	Main Street & Olympic Drive (Unsignalized)	C	AM	0.746	**	F	0.740	**	F	-0.006	No
			PM	0.306	22	C	0.308	19	B	0	No
			WKND	0.470	22	C	0.577	30	C	8	No
12	Main Street & Pico Boulevard	A	AM	0.695	24	C	0.924	23	C	0	No
			PM	0.760	36	D	0.836	27	C	0	No
			WKND	0.691	23	C	0.721	24	C	1	No
13	4 th Street & Santa Monica Boulevard	A	AM	0.738	12	B	0.567	9	A	0	No
			PM	0.847	17	B	0.661	13	B	0	No
			WKND	0.466	12	B	0.475	12	B	0	No
14	4 th Street & Broadway	A	AM	0.740	20	B	0.764	25	C	5	No
			PM	0.895	30	C	1.002	41	D	11	No
			WKND	0.734	38	D	0.815	29	C	0	No
15	4 th Street & Colorado Avenue	A	AM	0.776	28	C	0.439	27	C	0	No
			PM	0.846	32	C	0.474	26	C	0	No
			WKND	0.817	30	C	0.730	43	D	13	No

Table TRAF-3 Approval Year (Year 2012) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Approval Year No Project			Approval Year + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
16	4 th Street & I-10 Westbound Off-Ramp	A	AM	0.670	18	B	0.580	14	B	0	No
			PM	0.563	17	B	0.693	14	B	0	No
			WKND	0.581	18	B	0.565	18	B	0	No
17	4 th Street & I-10 Eastbound On-Ramp/Olympic Boulevard	A	AM	1.173	45	D	0.871	11	B	0	No
			PM	0.689	7	A	0.787	6	A	0	No
			WKND	0.850	11	B	0.882	14	B	3	No
18	4 th Street & Pico Boulevard	A	AM	0.878	30	C	0.724	22	C	0	No
			PM	0.914	70	E	1.053	64	E	0	No
			WKND	0.741	25	C	0.757	26	C	1	No
19	5 th Street & Santa Monica Boulevard	A	AM	0.390	11	B	0.169	9	A	0	No
			PM	0.561	12	B	0.470	12	B	0	No
			WKND	0.441	11	B	0.464	11	B	0	No
20	5 th Street & Broadway	A	AM	0.499	11	B	0.358	11	B	0	No
			PM	0.723	15	B	0.725	14	B	0	No
			WKND	0.594	12	B	0.662	13	B	1	No
21	5 th Street & Colorado Avenue	A	AM	0.518	12	B	0.295	11	B	0	No
			PM	0.644	13	B	0.425	9	A	0	No
			WKND	0.610	13	B	0.592	11	B	0	No
22	Lincoln Boulevard & Colorado Avenue	A	AM	1.006	36	D	0.668	17	B	0	No
			PM	1.011	45	D	0.822	19	B	0	No
			WKND	1.098	33	C	1.002	25	C	0	No

Table TRAF-3 Approval Year (Year 2012) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Approval Year No Project			Approval Year + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		

The intersections of Colorado Avenue and 2nd Street and Colorado Avenue and Main Street were analyzed as one intersection as these two intersections are currently controlled by the same traffic signal controller and are synchronized.

n/a Intersection does not exist in the Approval Year

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

Table TRAF-4 Future Year (Year 2020) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Future No Project			Future + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
1	Ocean Avenue & Santa Monica Boulevard	A	AM	0.479	10	A	0.590	12	B	2	No
			PM	0.508	13	B	0.637	16	B	3	No
			WKND	0.608	13	B	0.607	13	B	0	No
2	Ocean Avenue & Broadway	A	AM	0.445	6	A	0.562	11	B	5	No
			PM	0.472	10	A	0.632	12	B	2	No
			WKND	0.563	14	B	0.602	15	B	1	No
3	Ocean Avenue & Colorado Avenue	A	AM	0.774	45	D	0.841	42	D	0	No
			PM	0.874	46	D	0.910	46	D	0	No
			WKND	1.033	72	E	0.999	72	E	0	No
4	Ocean Avenue & Moomat Ahiko Way (PCH ramps)	A	AM	0.677	19	B	0.732	20	B	1	No
			PM	0.806	21	C	0.859	23	C	2	No
			WKND	0.771	21	C	0.785	22	C	1	No

Table TRAF-4 Future Year (Year 2020) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Future No Project			Future + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
5	Ocean Avenue & Olympic Drive	A	AM	1.089	18	B	1.098	19	B	1	No
			PM	0.768	9	A	0.767	9	A	0	No
			WKND	0.530	2	A	0.530	2	A	0	No
6	Ocean Avenue & Pico Boulevard	A	AM	0.788	20	B	0.789	19	B	0	No
			PM	0.801	50	D	0.796	50	D	0	No
			WKND	0.722	22	C	0.686	21	C	0	No
7	2 nd Street & Santa Monica Boulevard	A	AM	0.377	11	B	0.514	12	B	1	No
			PM	0.749	15	B	0.963	29	C	14	No
			WKND	0.668	13	B	0.756	15	B	2	No
8	2 nd Street & Broadway	C	AM	0.280	10	A	0.401	11	B	1	No
			PM	0.394	11	B	0.645	13	B	2	No
			WKND	0.569	12	B	0.629	13	B	1	No
9/10	Main/2 nd & Colorado	A	AM	0.753	39	D	0.514	22	C	0	No
			PM	0.571	35	C	0.663	26	C	0	No
			WKND	0.645	38	D	0.614	27	C	0	No
11	Main Street & Olympic Boulevard (Signalized)	C	AM	0.817	16	B	0.795	16	B	0	No
			PM	0.414	10	A	0.415	10	A	0	No
			WKND	0.774	17	B	0.596	12	B	0	No
12	Main Street & Pico Boulevard	A	AM	0.656	23	C	0.795	26	C	3	No
			PM	0.765	36	D	0.850	30	C	0	No
			WKND	0.614	22	C	0.674	22	C	0	No

Table TRAF-4 Future Year (Year 2020) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Future No Project			Future + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
13	4 th Street & Santa Monica Boulevard	A	AM	0.769	13	B	0.851	16	B	3	No
			PM	0.715	13	B	0.786	17	B	4	No
			WKND	0.576	13	B	0.576	13	B	0	No
14	4 th Street & Broadway	A	AM	0.709	19	B	0.827	24	C	5	No
			PM	1.029	46	D	1.065	55	D	9	No
			WKND	0.971	55	D	0.998	36	D	0	No
15	4 th Street & Colorado Avenue	A	AM	1.563	**	F	0.598	35	C	-0.965	No
			PM	1.516	**	F	0.668	52	D	-0.848	No
			WKND	1.440	**	F	0.810	80	E	-0.630	No
16	4 th Street & I-10 westbound off-ramp	A	AM	0.804	22	C	0.828	23	C	1	No
			PM	0.776	22	C	0.850	26	C	4	No
			WKND	0.753	20	B	0.728	20	B	0	No
17	4 th Street & I-10 eastbound on-ramp/Olympic Drive	A	AM	1.028	22	C	1.032	23	C	1	No
			PM	1.135	34	C	1.017	21	C	0	No
			WKND	1.009	24	C	0.922	17	B	0	No
18	4 th Street & Pico Boulevard	A	AM	0.922	36	D	0.970	41	D	5	No
			PM	0.970	79	E	0.978	79	E	0	No
			WKND	0.785	27	C	0.860	30	C	3	No
19	5 th Street & Santa Monica Boulevard	A	AM	0.349	11	B	0.441	11	B	0	No
			PM	0.448	11	B	0.568	13	B	2	No
			WKND	0.550	12	B	0.490	12	B	0	No

Table TRAF-4 Future Year (Year 2020) Intersection Level of Service and Impact Analysis

No.	Intersection	Class	Peak Hour	Future No Project			Future + Project			V/C or Delay Increase?	Significant Impact?
				V/C	Delay*	LOS	V/C	Delay*	LOS		
20	5 th Street & Broadway	A	AM	0.536	12	B	0.687	14	B	2	No
			PM	0.730	15	B	0.940	28	C	13	No
			WKND	0.820	16	B	0.741	14	B	0	No
21	5 th Street & Colorado Avenue	A	AM	0.667	19	B	0.869	31	C	12	No
			PM	0.735	31	C	0.941	43	D	12	No
			WKND	0.941	39	D	0.895	40	D	1	No
22	Lincoln Boulevard & Colorado Avenue	A	AM	0.920	29	C	0.987	37	D	8	No
			PM	0.871	27	C	0.932	33	C	6	No
			WKND	1.160	78	E	1.149	76	E	0	No

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

*** The intersections of Colorado Avenue and 2nd Street and Colorado Avenue and Main Street were analyzed as one intersection as these two intersections are currently controlled by the same traffic signal controller and are synchronized.

- 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 issuance of grading or building permits. It shall, at a minimum, include the following:

Ongoing Requirements throughout the Duration of Construction

- A detailed traffic control plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Transportation Management Division prior to commencement of construction and implemented in accordance with this approval.
- Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.
- Streets and equipment shall be cleaned in accordance with established PW requirements.
- 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.
- Materials and equipment shall 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.
- 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.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction

- The City shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved traffic control plan).
- The City shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way.
- The City shall provide timely notification of construction schedules to all affected agencies (e.g., Big Blue Bus, Police Department, Fire Department, Public Works Department, and Planning and Community Development

Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.

- *The City shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.*
- *The City shall obtain Transportation Management Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling.*

b) **No Impact.** The project is not expected to generate any new trips on the regional roadway system but is intended to convert Colorado Avenue into a multi-modal street and better accommodate existing pedestrian, bicycle, and vehicle activity in the immediate vicinity of the project. The CMP arterial monitoring intersections nearest to the project site are the intersections of Santa Monica Boulevard & Lincoln Boulevard and Lincoln Boulevard & Pico Boulevard. Based on the review of the City's TDFM network outputs and anticipated changes in traffic patterns caused by the proposed Colorado Esplanade project, the project is not expected to add more than 50 vehicles per hour (vph) to either of these locations during either weekday peak hour and weekend midday peak hour under Approval Year (Year 2012). Therefore, a CMP arterial intersection analysis is not required.

Similar to the discussions provided in the previous section of "Approval Year (2012) CMP Traffic Impact Analysis, the proposed project is also not expected to generate any new trips on the regional roadway system under future year 2020 conditions. The project is only expected to result in localized traffic redistribution in Downtown Santa Monica for motorists approaching the I-10 Freeway ramps on 4th Street. The CMP arterial monitoring intersections nearest to the project site are the intersections of Santa Monica Boulevard and Lincoln Boulevard and Lincoln Boulevard and Pico Boulevard, and the mainline freeway monitoring location nearest to the project site is I-10 at Lincoln Boulevard.

The project would not generate any new trips on the regional freeway system, but will result in some changes in motorist approaching the I-10 Freeway ramps. For example, the motorists on 2nd Street or Ocean Avenue currently travel on Colorado Avenue eastbound and turn to 4th Street southbound to access the Santa Monica Freeway eastbound on-ramp south of 4th Street. These vehicles could potentially alter their travel patterns to use 2nd Street and the realigned Main Street to access the I-10 Freeway on-ramp at the intersection of 4th Street and Olympic Drive. Or, these motorists could potentially alter their routes to use parallel corridors such as Broadway or Olympic Drive extension to access the I-10 Freeway eastbound on-ramp on 4th Street. The mainline freeway monitoring location nearest to the project site is I-10 at Lincoln Boulevard. Based on the comparison of volumes with and without the Project, the effect of the project's changes in traffic at the I-10 Freeway ramps at Lincoln Boulevard are minimal and would not exceed the minimum criterion of 150 vph under Approval Year (Year 2012) and Future Year (Year 2020) scenarios. Therefore, no further CMP freeway analysis is required and there would be no impact.

c) **No Impact.** The project site is not located within an airport land use plan or airport limited area. The closest airport to the project site is the Santa Monica Airport, a general aviation airport located between Walgrove Avenue, Ocean Park Avenue, Airport Avenue, and Centinela Avenue in the southeastern portion of the City (two miles to the southeast of the project site). The project site is not within established flight paths for the Santa Monica Airport. In any event, the proposed project would not construct any structures taller than light standards that could interfere with air traffic. Construction and operation of the proposed project would not affect air traffic patterns and there would be no impact.

- d) **No Impact.** There are no private airstrips in the project vicinity. As noted, the closest airport to the project site is the public Santa Monica Airport, two miles to the southeast. Implementation of the proposed project would not result in a safety risk from private aircraft operations, and there would be no impact.
- e) **No Impact.** The proposed project is not a traffic-generating development project but, rather, is expected to result in localized shifts in travel patterns within the Downtown Santa Monica area. The project entails reimagining and reconstructing Colorado Avenue into a multi-modal street and gathering focal point that would complement and connect surrounding uses such as the Downtown, Palisades Garden Walk, the Pier, the LRT station, the Santa Monica Place/3rd Street Promenade, and the Civic Center.

As part of the project, Colorado Avenue would be reconfigured to provide a pedestrian promenade and a two-way cycle track on the south side and two westbound-only travel lanes between 4th Street and Ocean Avenue. Included in this design concept is the realignment of Main Street to connect with Colorado Avenue opposite 2nd Street to allow a direct vehicular and bicycle connection between Downtown retail uses on 2nd Street and the Civic Center uses on Main Street. It would also facilitate north/south vehicular flow between downtown Santa Monica and the Santa Monica Civic Center, the I-10 Freeway, and Main Street neighborhoods to the south. The project also proposes implementation of a pedestrian scramble phase at the intersection of Ocean Avenue and Colorado Avenue to accommodate the existing and anticipated high pedestrian volumes at the Pier entrance. In addition to the implementation of bicycle facilities and widened pedestrian walkways and the realignment of portions of Main Street, the project would also implement other streetscape enhancements and circulation modifications in order to improve the accessibility and mobility of visitors and residents.

With the introduction of the Expo LRT service to Santa Monica, significant pedestrian volumes are anticipated traveling between the Expo LRT terminus station at 4th Street & Colorado Avenue, Downtown Santa Monica retail and employment uses, and the Pier Bridge at Ocean Avenue & Colorado Avenue. At 4th Street and Colorado Avenue intersection, the pedestrian volumes crossing this intersection are generally moderate under existing and are expected to be similar under Approval Year (2012) No Project conditions. However, under year 2020 No Project conditions with the Expo Station, the intersection of 4th and Colorado Avenue could be operating at congested conditions because motorists would find it difficult to find a gap in the anticipated heavy pedestrian flow to and from the Expo Station and then make a right turn during the weekday commute peak periods. At Ocean Avenue & Colorado Avenue, even without the Expo LRT, this intersection currently operates at congested conditions, with heavy pedestrian flow to and from the Santa Monica Pier. Under future year (2020) No Project conditions, similar pedestrian blockage effect is expected to occur at Ocean Avenue & Colorado Avenue due to the anticipated additional pedestrian volumes between the Expo Station and the Pier.

As noted, with the construction of the Expo LRT and reduction of traffic capacity on Colorado Avenue and removal of Colorado eastbound between 4th Street and 5th Street under future 2020 conditions, traffic will be diverted from Colorado Avenue to the parallel corridors. With the proposed Esplanade project, conversion of Colorado Avenue to one-way westbound only between Ocean Avenue and 4th Street plus realignment of Main Street to 2nd Street would result in potentially additional traffic redistribution in Downtown Santa Monica. The traffic analysis indicates that these traffic shifts can be fully accommodated by the given traffic capacity in these parallel corridors, without creating significant operational issues or travel delays. Furthermore, converting Colorado Avenue between Ocean Avenue and 4th Street from two-way to one-way street and realignment of Main Street at 2nd Street & Colorado would result in fewer conflicting vehicular traffic movements at the three intersections on Colorado Avenue between Ocean Avenue and 4th Street. It will also provide opportunity to introduce a shared pedestrian

scramble phase at Ocean Avenue & Colorado Avenue, which will allow pedestrians to access the Pier from the Esplanade diagonally. These improvements would enhance motorist, cyclist, and pedestrian safety in the Downtown and would not substantially increase hazards due to a design feature. Rather, the project would enhance mobility and provide for fewer conflicts between vehicles, cyclists, and pedestrians in the Downtown. There would be a beneficial impact as a result of the proposed project.

- f) **No Impact.** The proposed project would improve traffic (both vehicular and cycle) and pedestrian flow in the Downtown and would reduce conflicts between vehicles, cyclists, and pedestrians. This improvement in traffic flow would actually improve emergency access to the area. During construction of the project, there is the potential for temporary lane closures as the street improvements are constructed; however, the City of Santa Monica Police and Fire Departments will coordinate with other City departments during construction to ensure that emergency access is maintained at all times. Therefore, there would be no impact with regard to emergency access as a result of implementation of the proposed project.
- g) **No Impact.** The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

With the proposed conversion of Colorado Avenue into a westbound only street, some of the existing transit lines may need to be re-routed or their bus stop facilities may need to be relocated. However, the rerouting of bus lines and the relocation of bus stops would not affect the overall availability and capacity of transit service.

In addition, the City's Bike Action Plan, guided and supported by the Santa Monica's 2010 Land Use and Circulation Element (LUCE) describes a vision for the city's future that protects and enhances the city's beautiful neighborhoods, creates new community benefits in complete neighborhoods around the new light rail stations, restores community character through good design, and minimizes traffic through a "No Net New PM Peak Hour Vehicle Trips" policy. The Bike Action Plan, adopted in late 2011, is an implementation component of the LUCE and identified Colorado Esplanade as a high visibility bikeway for priority implementation. The project would implement the vision for Colorado Esplanade as set forth in the Bike Action Plan and improve the mobility of visitors and residents. The project includes substantial streetscape improvements to facilitate bicycle and pedestrian flow while reducing conflicts with motor vehicle traffic. The project will be integrated with the future LRT station and provide an enhanced environment that would encourage transit, bicycle, and pedestrian use. The proposed project would also support the Bike Center at the parking structure on 2nd Street and Colorado Avenue. Therefore, there would be no impact with respect to conflict with adopted policies regarding public transit, bicycle, or pedestrian facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than- Significant Impact	No Impact
XX. UTILITIES/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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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, b, and e) **No Impact.** The proposed project consists of streetscape improvements and design enhancements to convert Colorado Avenue into a complete multi-modal street. No new uses are proposed that would result in an increase in wastewater generated at the project site. As such, the proposed project would not exceed wastewater treatment requirements or capacity, or require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, no impact would occur.
- c) **Less-Than-Significant Impact.** The majority of the project site is impervious and developed as a public street with the exception of a few planted street trees and the landscaped Main Street triangle. On-site water management will follow the City of Santa Monica's Stormwater Guidelines for New Construction as well as the City of Santa Monica Urban Watershed Management Plan. The proposed project would continue to operate as an existing street. No new land uses or development are proposed. Therefore, the proposed project would not increase the amount of stormwater runoff. Surface water runoff would continue to flow into nearby municipal drains and/or catch basins. As such, the proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities to accommodate stormwater runoff derived from the project site, and a less-than-significant impact would occur.

- d) **No Impact.** The proposed project consists of streetscape improvements and design enhancements to convert Colorado Avenue into a complete multi-modal street. No new uses are proposed that would result in a significant increase in demand for water at the project site. Elements of the proposed project that would demand water include water features, water fountains, and increased landscaping. As these uses do not require potable water, recycled water from the Santa Monica Urban Runoff & Recycling Facility (SMURRF) could be used to satisfy this demand. Therefore, sufficient water supplies are available to serve the proposed project and there would be no impact.
- f and g) **No Impact.** The proposed project consists of streetscape improvements and design enhancements to convert Colorado Avenue into a complete multi-modal street. No new uses are proposed that would result in an increase in solid waste generated at the project site compared to existing conditions. As an increase in solid waste would not occur with implementation of the proposed project, solid waste could continue to be accommodated by the landfill currently serving the project site. Construction waste would be recycled in compliance with the City's Construction and Demolition Waste Management policies codified in the Municipal Code. Additionally, the proposed project would be required to comply with all federal, state and local statutes and regulations related to solid waste. Therefore, no impacts related to solid waste would occur.

	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 wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) **Less-Than-Significant Impact.** The proposed project consists of lane reconfigurations, streetscape improvements, and design enhancements to convert Colorado Avenue into a complete multi-modal street. The proposed project's potential to degrade the quality of the environment has been analyzed throughout this IS/MND. All impacts to the environment have been determined to be less than significant or less than significant with mitigation.

The proposed project would not 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. As discussed in Section IV (Biological Resources), because the project is completely developed and located in an urbanized area within the City, the proposed project would have no impact on habitat or protected plant or animal species.

The proposed project would not eliminate important examples of major periods of California history or prehistory. As discussed in Section IV (Cultural Resources), impacts to cultural resources would be less than significant because no historical resources are located within the project site and it is unlikely that archeological or paleontological resources would be encountered because the area has been previously disturbed and grading and excavation would be minimal.

- b) **Less-Than-Significant Impact.** The proposed project would result in no impacts, less-than-significant impacts, less-than-significant impacts with mitigation, or beneficial impacts with respect to thresholds of significance. Construction and operation of other development projects in the City, in combination with the proposed project, would result in short-term air quality, noise, greenhouse gas emissions, and traffic impacts during construction. If construction were to occur concurrently, air quality violations could result. Implementation of mitigation as described above would reduce all project impacts during construction to less than significant. Operation of cumulative development in the City could also result in adverse impacts to air quality, greenhouse gas emissions, noise, and traffic if vehicle miles traveled were increased. Cumulative development would also increase the demand for public services and utilities. However, the project is not a traffic-generating project; rather, it is intended to improve the mobility of residents and visitors. Therefore, the proposed project would not make a cumulatively considerable contribution to any potential cumulative impacts.
- c) **Less-Than-Significant Impact.** The proposed project would generate short-term, temporary impacts with regard to air quality, noise, greenhouse gas emissions, and traffic during construction. Implementation of mitigation as described above would reduce all impacts to less than significant. There are no substantial adverse impacts as a result of operation of the proposed project.

REFERENCES

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- . Online Property Information System, 2012 (accessed on March 7, 2012).
- . *Santa Monica General Plan*. Land Use and Circulation Element, adopted July 6, 2010.
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- . *Santa Monica General Plan*. Historic Preservation Element, 2002.
- . *Santa Monica General Plan*. Open Space Element, 1997.
- . *Santa Monica General Plan*. Scenic Corridors Element, 1975.
- . *Santa Monica Municipal Code*.
- . *Santa Monica Sustainable City Plan*, revised October 24, 2006.
- . *Santa Monica Urban Forest Master Plan*, adopted December 13, 2011.
- State Water Resources Control Board, Geotracker. Case Summary, Sears Retail Center #1178, 302 Colorado Avenue, Santa Monica, CA 90401, Los Angeles County (accessed March 7, 2012).

RESPONSES TO COMMENTS ON THE PUBLIC REVIEW DRAFT IS/MND

The Initial Study/Mitigated Negative Declaration and Neighborhood Impact Statement Checklist (MND) for the Colorado Avenue Esplanade Project was circulated for review and comment by the public, agencies, and organizations for a 30-day public review period that began on May 8, 2012, and concluded on June 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 1,000 feet of the project boundaries, made available on the City's website, distributed to all relevant public agencies, and mailed to all City neighborhood groups. Six comment letters were received during the public review period, as described in the following table. The page number of this Final MND each comment letter can be found is also indicated.

Table RTC-1 Comments on the IS/MND		
<i>Commenter</i>	<i>Date</i>	<i>Page</i>
Native American Heritage Commission (NAHC)	May 24, 2012	83
Department of Toxic Substances Control (DTSC)	June 4, 2012	89
Southern California Edison (SCE)	June 5, 2012	94
Metropolitan Transportation Authority (METRO)	June 7, 2012	96
Caroline Mayson (CMAY)	June 8, 2012	98
Harding Larmore Kutcher & Kozal, LLP (HLKK)	June 8, 2012	100

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.

Native American Heritage Commission (NAHC), May 24, 2012

		NAHC
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	CITY OF SANTA MONICA CITY PLANNING/PEIS	
12 MAY 29 AM 11:19		
May 24, 2012		
Ms. Rachel Kwok, Project Planner City of Santa Monica 1685 Main Street Santa Monica, CA 90401		
Re: <u>SCH#2012051029; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the "Colorado Avenue Esplanade Project;" located in the City of Santa Monica; Los Angeles County, California.</u>		
Dear Ms. Kwok:		
<p>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).</p> <p>This letter includes state and federal statutes relating to Native American historic properties 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.</p> <p>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 did conduct a Sacred Lands File (SLF) search within the 'area of potential effect (APE) and <u>Native American cultural resources were not identified.</u></p> <p>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. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §8254 (r).</p> <p>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 <u>list of Native American</u></p>		
		NAHC-1

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. 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 he 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'.

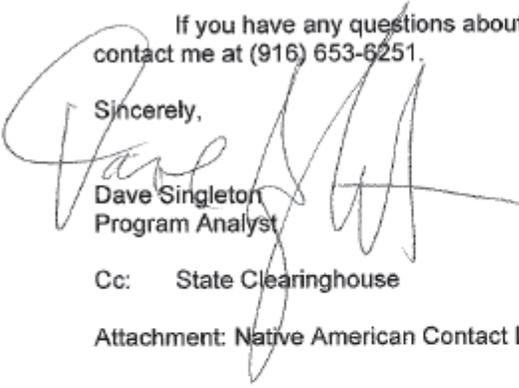
To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal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

NAHC-1
Cont.

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

Native American Contacts
Los Angeles County
May 24, 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

Owl Clan
Qun-tan Shup
48825 Sapaque Road Chumash
Bradley , CA 93426
mupaka@gmail.com
(805) 472-9536 phone/fax
(805) 835-2382 - 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

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

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 Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - 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

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

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

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012051029; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Colorado Esplanade Project; located in the City of Santa Monica; Los Angeles County, California.

Native American Contacts
Los Angeles County
May 24, 2012

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
760-904-6533-home

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Preservation Consint
P.O. Box 365 Chumash
Santa Ynez , CA 93460
freddyromero1959@yahoo.
805-688-7997, Ext 37

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

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

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012051029; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Colorado Esplanade Project; located in the City of Santa Monica; Los Angeles County, California.

Native American Heritage Commission (NAHC), May 24, 2012

Response to Comment NAHC-1

This letter cites the statutory authority for performing a Cultural Resources analysis. As discussed in the MND, 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. Furthermore, the proposed project would require minimal grading and excavation within the public right-of-way (approximately 10 feet below ground surface). As such, the likelihood of uncovering archaeological resources is low and impacts on archaeological resources would be less than significant. Furthermore, any discovery of resources would be treated in accordance with federal, state, and local guidelines for disclosure, recovery, preservation, and curation, as appropriate.

Department of Toxic Substances Control (DTSC), June 4, 2012



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

DTSC

June 4, 2012

Ms. Rachel Kwok
City of Santa Monica Planning Department
1685 Main Street, Room 212
Santa Monica, California 90401

NOTICE OF PREPARATION (NOP) FOR COLORADO ESPLANADE PROJECT

Dear Ms. Kwok:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation Report for the above-mentioned project. The following project description is stated in your document: "The proposed Colorado Avenue Esplanade Project (proposed project) would implement circulation modifications, streetscape improvements, and design enhancements to create a gateway into the City from the Exposition Light Rail (LRT) Station and a multi-modal street that provide connections between the Expo LRT (LRT) Station, Downtown, the Civic Center, and specific destinations such as Palisades Park, Palisades Garden Walk, and the Pier.

The project site extends along Colorado Avenue within the public right of way (streets, sidewalks, and landscaped areas) from the future Expo LRT Station at 4th Street to Ocean Avenue, inclusive of the intersection at Ocean, and about 200 feet south of Colorado on Ocean Avenue. Additionally, the project site includes the northern sidewalk of Colorado Avenue from 4th to 5th Streets, Main Street within the public right-of-way south of Colorado Avenue to the 1-10 freeway, the Main Street Triangle landscaped area, and 4th Street within the public right-of-way just north of Colorado Avenue.

The proposed project would transform Colorado Avenue within the project site into a multimodal street that supports pedestrian, transit, and bicycle users through the provision of widened sidewalks, a two-way buffer bike facility (cycle track), a reduction in the number of vehicular lanes and a change in vehicle flow, the realignment of the Main Street to Second Street connection to comply with the circulation improvement outlined in the Civic Center Specific Plan, enhanced crosswalks, and new signalization. Pedestrian and bicycle facilities would be improved and expanded. The Main Street Triangle, an existing landscaped area located on the south side of Colorado Avenue at Main Street, would be reconfigured by the roadway realignment and improved to create a pedestrian gateway to the Civic Center District and create a space for public

12 JUN -7 P2:20
CITY OF SANTA MONICA
CITY PLANNING/PPH

DTSC-1

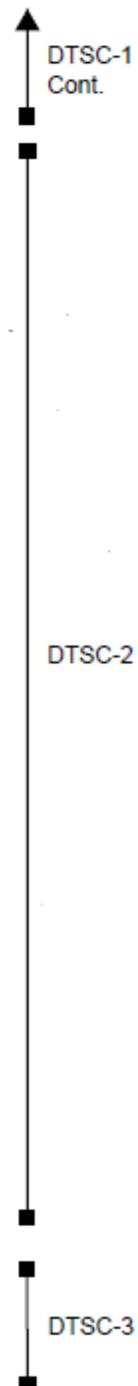
© 2012 Department of Toxic Substances Control

Ms. Rachel Kwok
June 4, 2012
Page 2

gathering. The Colorado Avenue streetscape would be enhanced with decorative paving, inlaid way finding, street furniture, lighting, landscaping, and public art in order to improve the pedestrian realm".

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.



Ms. Rachel Kwok
June 4, 2012
Page 3

- | | | | |
|----|---|-------------|--------|
| 3) | Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR. | ■

■ | DTSC-4 |
| 4) | If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. | ■

■ | DTSC-5 |
| 5) | Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. | ■

■ | DTSC-6 |
| 6) | Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. | ■

■ | DTSC-7 |
| 7) | If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. | ■

■ | DTSC-8 |

Ms. Rachel Kwok
June 4, 2012
Page 4

- 8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

DTSC-9

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

DTSC-10

Sincerely,



Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
nritter@dtsc.ca.gov

CEQA # 3542

Department of Toxic Substances Control (DTSC), June 4, 2012

Response to Comment DTSC-1

This comment contains introductory materials as well as a summary of the project characteristics and is not a comment on the adequacy of the MND. No further response is required.

Response to Comment DTSC-2

This comment states that the EIR [sic] should evaluate whether conditions within the project area may pose a threat to human health or the environment and lists applicable databases for a hazardous materials search. The appropriate databases were searched by City staff and all results reported in Section IX of the MND. No further response is required.

Response to Comment DTSC-3

This comment states that the EIR [sic] should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated. Mitigation measure MM HAZ-1, identified on page 39 of this MND, includes provisions for further investigation and/or remediation in the event any previously unknown contamination is discovered during project construction. Implementation of the mitigation measure would reduce potential impacts to less-than-significant levels.

Response to Comment DTSC-4

Please see Response to Comment DTSC-3, above.

Response to Comment DTSC-5

Please see Response to Comment DTSC-3, above.

Response to Comment DTSC-6

Please see Response to Comment DTSC-3, above.

Response to Comment DTSC-7

Please see Response to Comment DTSC-3, above.

Response to Comment DTSC-8

The proposed project would not generate any hazardous wastes, and no further is required.

Response to Comment DTSC-9

This comment is not on the adequacy or the analysis contained in the MND and provides information as to how the DTSC can help in cleanup oversight. No further response is required.

Southern California Edison (SCE), June 5, 2012



SCE

CITY OF SANTA MONICA
CITY PLANNING/PPD
12 JUN -8 10:53

June 5, 2012

Rachel Kwock
Environmental Planner
1685 Main Street, Room 212
Santa Monica CA 90401

Re: Colorado Esplanade Project

Dear Rachel Kwock:

Southern California Edison (SCE) appreciates the opportunity to provide comment on the above referenced project.

SCE Company right-of-ways and fee-owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. Any proposed use will be reviewed on a case-by-case basis by SCE's Operating Department. Approvals or denials will be in writing based upon review of the maps provided and compatibility with SCE right-of-way constraints and rights. In the event the project impacts SCE facilities or its land related rights, please forward six (6) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue
G.O.3 – Second Floor
Rosemead, CA 91770

Please be advised if development plans result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental consequences subject to CEQA review as required by the California Public Utilities Commission (CPUC). If those environmental consequences are identified and addressed by the local agency in the CEQA process for the larger project, SCE may not be required to pursue a later, separate, mandatory CEQA review through the CPUC's General Order 131-D (GO 131-D) process. If the SCE facilities are not adequately addressed in the CEQA review for the larger project, and the new facilities could result in significant environmental impacts, the required additional CEQA review at the CPUC could delay approval of the SCE power line portion of the project for two years or longer.

Once again, we appreciate the opportunity to comment on the project. If you have any questions regarding this letter, do not hesitate to contact me at (310) 315-3201.

Sincerely,

Mark Olson
Local Public Affairs Region Manager
Southern California Edison Company

SCE-1
SCE-2
SCE-3
SCE-4

Southern California Edison (SCE), June 5, 2012

Response to Comment SCE-1

This comment contains introductory material and does not relate to the adequacy of the MND. No further response is required.

Response to Comment SCE-2

This comment outlines the procedures for SCE rights-of-way and fee-owned properties and discusses what must occur if the project were to impact SCE facilities or land-related rights. The project would not impact any existing SCE facilities and would not require the relocation of existing SCE power lines. Furthermore, no SCE owned land are located adjacent to the project site. Comment is noted and the City will comply with this request if applicable. No further response is required.

Response to Comment SCE-3

This comment discusses potential impacts from construction of any new or relocation of any existing SCE electrical facilities that operate at or about 50 kV. If implementation of the proposed project were to result in construction of new or relocation of any existing SCE facilities of this voltage or above that would result in additional environmental impacts not analyzed in the MND, further environmental review would be conducted in accordance with CEQA.

Response to Comment SCE-4

This comment contains closing remarks only and is not a comment on the adequacy of the MND. No further response is required.

Metropolitan Transit Authority (METRO), June 7, 2012



Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

METRO

Metro

June 7, 2012

Ms. Rachel Kwok
City of Santa Monica
Environmental Planner
1685 Main Street, Room 212
Santa Monica, CA 90401

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the Colorado Esplanade Project

Dear Ms. Kwok:

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed Colorado Esplanade Project. The Los Angeles County Metropolitan Transportation Authority (LACMTA) is responding in the capacity as a responsible agency with respect to the proposed project's potential impacts on Metro and municipal transit services. The following should be addressed prior to construction of the proposed project:

Several transit corridors with Metro bus service could be impacted by the project. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other Municipal Bus Service Operators including Santa Monica Big Blue Bus may also be impacted and therefore should be included in construction outreach efforts.

If you have any questions regarding this response, please contact me at 213-922-2836 or by email at hartwells@metro.net.

Sincerely,

Scott Hartwell
CEQA Review Coordinator, Long Range Planning

METRO-1

Metropolitan Transit Authority (METRO), June 7, 2012

Response to Comment METRO-1

This comment requests that any transit corridors with Metro bus service that could be impacted by the project should be identified and consultation should ensue with the Metro Bus Operations Control Special Events Coordinator. Comment is noted. As noted in the MND, the proposed project would likely require the rerouting of existing bus lines. The City is in the process of determining specific bus operations that could be affected and will coordinate with Metro, as well as other municipal bus service operators, as necessary, to ensure that bus operations are not adversely affected.

Caroline Mayson (CMAY), June 8, 2012

CMAY

From: Rachel Kwok [Rachel.Kwok@SMGOV.NET]
Sent: Friday, June 08, 2012 3:13 PM
To: Rondone, Alison E
Cc: Joanna Hankamer
Subject: FW: Colorado Esplanade Project

Another comment on the MND

From: Caroline Mayson [mailto:csmayson@gmail.com]
Sent: Friday, June 08, 2012 3:10 PM
To: Rachel Kwok
Subject: Colorado Esplanade Project

from Caroline Mayson, 1530 5th St. #405, Santa Monica, Ca 90401; 310-451-9667.
I do not believe that the Study and Mitigated Negative Declaration adequately and accurately addresses certain aspects of the above referenced City initiated project. Primarily, but not limited to, are concerns related to the following three of the the 18 environmental factors: p.47, XIII Neighborhood effects; p.48, XIV Noise; and p.56, Transportation/traffic. I do not believe these studies represent the facts. There will be noise from the traffic waiting for the trains to pass, warning train signals, increased traffic and other factors, some of which are related to the one way streets. Since, because of partial federal funding, NEPA (National Environmental Policy Act) and Caltrans approval are needed I feel the city Council as well as these and other approvals must be given a closer more critical analysis. Thank you for your attention.
Caroline Mayson

CMAY-1

CMAY-2

CMAY-3

CMAY-4

This message has been checked for threats by Atkins IS

Caroline Mayson (CMAY), June 8, 2012

Response to Comment CMAY-1

This comment contains introductory material for the comments that follow. Specific responses to those comments are provided, below. No further response is required.

Response to Comment CMAY-2

The commenter expresses concern over traffic noise from cars waiting for trains to pass as well as noise from warning train signals. These effects are attributable to the Expo LRT (not the proposed project) and were analyzed in the Final Environmental Impact Report for the Exposition Corridor Transit Project Phase 2 (December 2009).

Response to Comment CMAY-3

Traffic impacts as a result of the project's roadway improvements (including the one-way travel) were fully analyzed in the Traffic Study for the Colorado Avenue Esplanade Project (April 2012), attached as Appendix C to the MND. All impacts, including those occurring as a result of conversion of two-way into one-way streets, were analyzed, and the impacts on intersection levels of service capacities were found to be less than significant.

Response to Comment CMAY-4

All impacts of the proposed project were analyzed in sufficient detail in the MND to allow the decision makers to be appropriately informed as to the project's effects. NEPA clearance will be sought separately from the CEQA process and Caltrans is being consulted for that effort.

Harding Larmore Kutcher & Kozal, LLP (HLKK), June 8, 2012

HLKK

HARDING LARMORE KUTCHER & KOZAL, LLP
ATTORNEYS AT LAW

WRITER'S DIRECT DIAL
(310) 451-4138

1250 SIXTH STREET, SUITE 200
SANTA MONICA, CALIFORNIA 90401-1602
TELEPHONE (310) 393-1007
FACSIMILE (310) 392-3537

WRITER'S E-MAIL ADDRESS
kozal@hlkklaw.com

June 8, 2012

VIA E-MAIL
Rachel Kwok
Environmental Planner
1685 Main Street, Room 212
Santa Monica, CA 90401

Re: Colorado Esplanade Draft Initial Study/Mitigated Negative Declaration
Our File No. 20706.001

Dear Ms. Kwok:

Our firm represents FelCor, the owner of the Holiday Inn site at 120 Colorado Avenue. This letter comments on the traffic study that is attached as Appendix "C" ("Traffic Study") to the Colorado Esplanade Draft Initial Study/Mitigated Negative Declaration ("MND").

As part of the Colorado Esplanade Plan, Main Street will be reconfigured to align with the Colorado Avenue/Second Street intersection. The Traffic Study analyzes traffic and turning movements at this "new" intersection. However, FelCor is concerned that the Traffic Study does not adequately study and address the fact that cars waiting to turn left into the Holiday Inn site will likely back up into this intersection.

The vehicular ingress and egress at the Holiday Inn site is located immediately west of the Colorado Avenue/Second Street intersection. A Google Map photograph is attached showing the entrance and its close proximity to the intersection.

The Colorado Esplanade Plan proposes a significantly widened pedestrian walkway on the south side of Colorado. In addition, the Plan proposes a cycle track with two six-foot wide lanes, a buffer between the cycle track and pedestrian walkway, and a separate buffer between the cycle track and the two westbound only traffic lanes on Colorado Avenue. All of these improvements will be located between the Holiday Inn driveway and the vehicular traffic lanes, and will have to be crossed by cars entering and exiting the Holiday Inn's driveway.

Once the eastbound lanes are eliminated on Colorado Avenue, the only way to enter the Holiday Inn site will be via a left turn from the westbound lanes of Colorado Avenue. As the attached picture demonstrates, there will only be room to queue one or

HLKK-1

HLKK-2

HARDING LARMORE KUTCHER & KOZAL, LLP

ATTORNEYS AT LAW

Rachel Kwok
June 8, 2012
Page 2

two cars west of the intersection to turn left into the Holiday Inn site. It seems likely that during times of heavy pedestrian and bicycle traffic, left turns into the Holiday Inn will be blocked (especially if a green light for vehicles heading west from the intersection also allows pedestrians and bicycles to pass in front of the Holiday Inn's driveway). The Traffic Study does not analyze this scenario.

Under CEQA the initial study is required to identify potential significant adverse impacts. CEQA Guidelines 15063(a). We assert that the MND and Traffic Study fail to identify cars waiting to make a left turn into the Holiday Inn site backing up into the Second Street-Main Street/Colorado Avenue intersection as a potential significant adverse traffic impact at this intersection. If a potential significant adverse impact is identified, then a mitigated negative declaration is only appropriate if mitigation measures are identified to reduce the impact below the level of significance. CEQA Guidelines 15064(f)(2). As noted below, we assert this can be accomplished with a performance based mitigation measure.

The Traffic Study should be revised to study and analyze whether cars queuing to make left turns into the Holiday Inn driveway from the westbound lanes of Colorado Avenue will potentially back up into the intersection. This is, quite clearly, a potential adverse traffic impact that CEQA requires to be addressed. Further, the Traffic Study should propose one or more mitigation measures to ensure a safe and efficient vehicular ingress into and egress from the Holiday Inn driveway.

We suggest that the MND contain the following performance based mitigation measure:

"Appropriate design components and operations will be incorporated into the Colorado Esplanade to ensure that vehicles making east bound left-hand turns from Colorado Avenue into the Holiday Inn site do not back up into the Second Street-Main Street/Colorado Avenue intersection. Such components may include, without limitation, signals, barriers, signage, breaks in the buffers between the cycle track and traffic lanes and pedestrian walkway, pedestrian bollards and other means and measures to ensure that pedestrians and bicycles do not conflict with vehicles making east bound left-hand turns from Colorado Avenue into the Holiday Inn site."

HLKK-2
Cont.

HLKK-3

HLKK-4

HARDING LARMORE KUTCHER & KOZAL, LLP

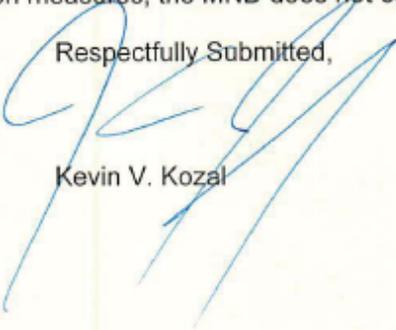
ATTORNEYS AT LAW

Rachel Kwok
June 8, 2012
Page 3

As we have indicated previously, FelCor supports the Colorado Esplanade Plan. However, we believe that by failing to study the potential traffic impact discussed above, and failing to identify mitigation measures, the MND does not comply with CEQA.

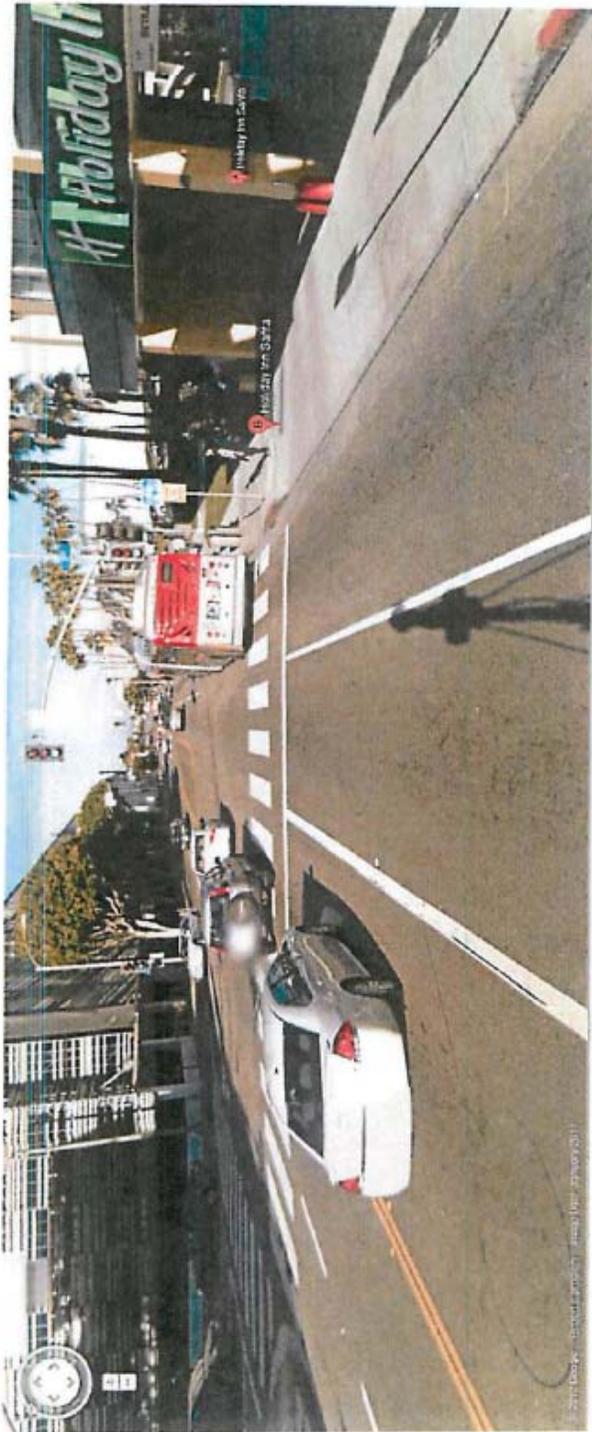
HLKK-5

Respectfully Submitted,


Kevin V. Kozal

KVK:ojb
Attachment
cc: David Martin
Francie Stefan
Sarah Lejuene
Joanna Hankamer
Barry Rosenbaum
Tom Gaul
Debra Feldman
Tom Corcoran
20706/Cor/Kwok.1001.KVK

To see all the details that are visible on this screen, use the "Pin" link next to this map.



<http://maps.google.com/>

6/5/2012

Harding Larmore Kutcher & Kozal (HLKK), June 8, 2012

Response to Comment HLKK-1

This comment contains introductory material and does not comment on the adequacy of the MND. No further response is required.

Response to Comment HLKK-2

The comment correctly characterizes the Colorado Esplanade project as creating one-way westbound traffic flow on Colorado Avenue with a widened pedestrian walkway on the south side, a cycle track, and a buffer between the cycle track and the vehicle traffic lanes. The Holiday Inn driveway is located west of the Colorado Avenue/2nd Street intersection. All access to and from the Holiday Inn driveway on completion of the proposed project would be via westbound Colorado Avenue.

The comment asserts that the MND and its traffic study should have identified the potential impact of cars waiting to turn into the Holiday Inn driveway backing up into the Colorado Avenue/2nd Street intersection. The MND traffic study was prepared in accordance with established City of Santa Monica traffic study guidelines. It is not uncommon for cars to wait to cross pedestrian zones before turning into private driveways. The City of Santa Monica guidelines do not identify the effect of cars waiting to turn into a driveway as an impact category and, therefore, do not require analysis of such as it would be speculative. Request for such an analysis is both unprecedented and, as discussed above, not warranted.

Notwithstanding the above, the following points can nevertheless be made:

- Traffic destined for the Holiday Inn was included in the baseline traffic counts and analysis contained in the MND traffic study for the Colorado Avenue/2nd Street–Main Street intersection; therefore, all traffic impacts on the Colorado Avenue/2nd Street intersection have been analyzed in the MND.
- The Colorado Esplanade project will include further design refinements to coordinate driveway interface with the pedestrian walkway and the cycle track (see Response to Comment HLKK-4 below).
- Traffic volumes in and out of the Holiday Inn driveway are relatively low. Traffic counts conducted on weekdays and weekends at the Holiday Inn driveway in August 2010 (with hotel occupancies ranging from 91% to 100% on the days of the counts) yielded a maximum of only 20 vehicles entering the driveway during any given hour, or an average of about one vehicle every three minutes. An average of one entering vehicle every three minutes would not reasonably be expected to lead to regular blockage of the Colorado Avenue/2nd Street intersection even if the vehicle is waiting for bicyclists or pedestrians to clear the driveway area. Furthermore, although the August 2010 driveway counts for the Holiday Inn did not distinguish between vehicles entering from the east or the west, it is reasonable to assume that many of these Holiday Inn vehicle trips are already arriving from the east. These westbound vehicles entering the Holiday Inn site are currently required to turn left and cross two lanes of existing traffic.

Response to Comment HLKK-3

See Response to Comment HLKK-2, above.

Response to Comment HLKK-4

No mitigation measure would be required, since no significant impact has been identified. However, potential design elements of the driveway interface were identified during the design phase of the proposed project and will be further developed prior to approval of construction documents. Such design elements could include bollards or defining the presence of the driveway, breaks in the buffers, signage, placement of the cycle track stop bar west of the driveway, and/or pavement treatments.

Response to Comment HLKK-5

This comment contains closing remarks summarizing the commenter's position on the adequacy of the analysis of the MND. Please see Responses to Comments HLKK-2 through HLKK-4, above.

MITIGATION MONITORING PROGRAM FOR THE COLORADO AVENUE ESPLANADE PROJECT

INTRODUCTION

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The Mitigated Negative Declaration (MND) for the proposed Colorado Avenue Esplanade project includes project-specific mitigation measures to reduce the potential environmental effects of the proposed project.

Monitoring of the implementation of adopted mitigation measures is required by Public Resources Code Section 21081.6. This Mitigation Monitoring Program (MMP) for the proposed project provides a list of project-specific mitigation measures, and describes the process whereby the mitigation measures would be monitored. Following certification of the MND and approval of this MMP by the City, the project-specific mitigation measures included in the MND would be monitored as described in this MMP.

PURPOSE

The purpose of the proposed Colorado Avenue Esplanade Mitigation Monitoring Program is to ensure compliance with all mitigation measures to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project that were identified in the MND. Implementation of this MMP shall be accomplished by the City of Santa Monica. Project-specific mitigation measures will be implemented (1) as part of design development of the project, (2) during project construction, (3) as part of project operations, or (4) on an ongoing basis.

RESPONSIBILITIES AND DUTIES

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible unit monitored the implementation of the measures. The responsible unit for determining compliance with all mitigation measures will be the City of Santa Monica Planning Division. Monitoring will consist of determining whether

- The specific issues identified in the mitigation measures were considered in the design development phase
- Construction contracts included the provisions specified in the mitigation measures
- The required actions specified in the mitigation measures occurred prior to or during construction
- Ongoing administrative activities included the provisions identified in the mitigation measures

Any concerns between monitors and construction personnel shall be addressed by the City Project Manager. The contractor shall prepare a construction schedule subject to review and approval by the City Project Manager.

LIST OF MITIGATION MEASURES

All project-specific mitigation measures included in the MND for this project will be monitored as described above. These measures are listed in Table MMP-1 (Colorado Avenue Esplanade Project Mitigation Monitoring Program).

Table MMP-1 Colorado Avenue Esplanade Project Mitigation Monitoring Program

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
Biological Resources						
<p>MM BIO-1 Avoidance of Nesting Birds. To prevent impacts to nesting birds protected under the MBTA and California Fish and Game Code, the City of Santa Monica shall enforce the following:</p> <ol style="list-style-type: none"> 1. Where suitable vegetation and structures for nesting birds occur within 200 feet of project construction activities, all phases of project construction shall avoid the general nesting season (March 1 through August 31). 2. If construction cannot avoid the general nesting season, a qualified biologist shall be retained to conduct a pre-construction survey for nesting birds prior to clearing, grading and/or construction activities on the project site. The survey shall be conducted within 72 hours prior to the start of construction. 3. If any nesting birds are present within or 	Construction contractor	Planning & Community Development (PCD)	Construction plan review/ site inspection; verification of implementation	Prior to issuance of excavation and/or grading permits, whichever comes first; during site preparation	PCD	

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<p>immediately adjacent to the proposed project construction area, the following shall be required: The City of Santa Monica shall retain a qualified biologist to flag and demarcate the location of all nesting birds and monitor construction activities. Temporary avoidance of active bird nests, including the enforcement of an avoidance buffer of 25 to 200 feet, depending on the sensitivity of the species identified, as determined by the qualified biological monitor, shall be required until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.</p>						

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Hazards and Hazardous Materials						
<p>MM HAZ-1 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction at the project site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and to determine the level of soil and/or groundwater contamination. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-</p>	Construction contractor	PCD; Department of Building & Safety (DBS)	Stop work order; site inspection; verification of implementation; preparation of health and safety plan	When identified; upon completion of remediation	PCD; DBS	

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development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Department of Toxic Substances Control or Regional Water Quality Control Board). If contamination is discovered, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.						
Noise						
MM NOI-1 The City's construction contracts for the proposed project shall require implementation of the	Construction contractor	PCD; DBS	Construction plan and contract review	Plan check; contract review	PCD	

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<p>following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the project site to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Construction equipment shall be properly muffled according to manufactures specifications or as required by the City's Department of Building and Safety, whichever is the more stringent. • Noise-generating construction equipment and construction staging areas shall be located away from sensitive uses, where feasible, to the satisfaction of the Department of Building and Safety. • Noise-attenuation measures shall be implemented, which may include, but are not limited to, noise barriers or noise blankets to the satisfaction of the City's Department of Building and Safety. 						

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MM NOI-2 The City's construction contracts for the proposed project shall include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the project site, are located as far away from vibration- and noise-sensitive sites as possible. Contract provisions incorporating the above requirements shall be included as part of the project's construction documents, which shall be reviewed and approved by the City.	Construction contractor	PCD; DBS	Construction plan and contract review	Plan check; contract review	PCD	
MM NOI-3 The City's construction contracts for the proposed project shall include specifications that heavily loaded trucks used during construction shall be routed away from residential streets to the extent possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	Construction contractor	PCD; DBS	Construction plan and contract review	Plan check; contract review	PCD	

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<p>MM NOI-4 The City's construction contracts for the proposed project shall require that any construction activity that would result in the generation of noise that would exceed 80 dBA noise levels when measured at a distance of 50 feet from the construction site occur only between the hours of 10:00 AM and 3:00 PM, Monday Through Friday provided appropriate permits are issued by the City of Santa Monica.</p>	Construction contractor	PCD; DBS	Construction plan and contract review	Plan check; contract review	PCD	

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TRANSPORTATION/TRAFFIC						
<p>MM TRAF-1 The City shall prepare, implement and maintain a Construction Impact Mitigation Plan prior to issuance of a building permit to adequately manage traffic during construction and shall be designed to:</p> <ul style="list-style-type: none"> • Prevent traffic impacts on the surrounding roadway network • Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable • Ensure safety for both those constructing the project and the surrounding community • Prevent substantial truck traffic through residential neighborhoods <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</p>	City	DBS; Santa Monica Fire Department (SMFD); Santa Monica Police Department (SMPD)	Review and approval of Construction Impact Mitigation Plan	Prior to issuance of grading permit		

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<p>designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:</p> <p><u>Ongoing Requirements throughout the Duration of Construction</u></p> <ul style="list-style-type: none"> A detailed traffic control plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Transportation Management Division prior to commencement of construction and 						

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<p>implemented in accordance with this approval.</p> <ul style="list-style-type: none"> • Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit. • Streets and equipment shall be cleaned in accordance with established PW requirements. • 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. • Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on site, with a minimum amount of materials within 						

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<p>a work area in the public right-of-way, subject to a current Use of Public Property Permit.</p> <ul style="list-style-type: none"> 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. Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica. <p><u>Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction</u></p> <ul style="list-style-type: none"> The City shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an 						

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<p>approved traffic control plan).</p> <ul style="list-style-type: none"> • The City shall obtain a Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required, for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way. • The City shall provide timely notification of construction schedules to all affected agencies (e.g., Big Blue Bus, Police Department, Fire Department, Public Works Department, and Planning and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet. • The City shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to two weeks per each 						

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submittal. The City shall obtain Transportation Management Division approval of any haul routes for earth, concrete, or construction materials and equipment hauling.						

