

SEPTEMBER 29, 2020

ERRATA TO EIR

ERRATA TO THE MIRAMAR HOTEL EIR

CITY OF SANTA MONICA
COMMUNITY DEVELOPMENT DEPARTMENT
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The City of Santa Monica (City) has prepared this Errata sheet to clarify and correct information in the Final Environmental Impact Report (Final EIR) for the Miramar Hotel Project (State Clearinghouse No. 2013041091). This document provides minor revisions to Final EIR to merely clarify, amplify, or make insignificant modifications in the Final EIR. New information added to the Final EIR is not "significant", and recirculation of the EIR is not required (see Guidelines Section 15088.5). The City has reviewed the information in this Errata sheet and has determined that it does not change any of the findings or conclusions of the Final EIR and does not constitute "significant new information" pursuant to CEQA Guidelines Section 15088.5.

In conformance with Section 15121 of the State CEQA Guidelines, the Final EIR, technical appendices and reports thereof, together with the Errata, are intended to serve as documents that will generally inform the decision-makers and the public of environmental effects of the Project. This Errata, combined with the Mitigation Monitoring and Reporting Program (MMRP), Response to Comments, and other chapters previously released as the Final EIR, now forms the Final EIR.

PDF-AQ-2 in the Final EIR, which includes the MMRP, shall be revised as follows:

PDF-AQ-2: Green Building Features: The Project will be designed and operated to meet the applicable requirements of the California Green Building Standards Code (CALGreen) and the City of Santa Monica Green Building Code. In addition, the applicant would attain a minimum of LEED-certified V3 Gold designation (or equivalent) for all new buildings on the Hotel Parcel and would use commercially reasonable efforts to attain LEED-certified V3 Platinum designation. Green building features that will be included in the Project are as follows:

1. Waste

- a. The Project will implement a construction waste management plan (WMP) to divert a minimum of 70 percent of all mixed construction and demolition (C&D) debris to City certified construction and demolition waste processors, consistent with SMMC Article 8, Chapter 8.108.
- b. The Project will include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings), consistent with the City of Santa Monica Zero Waste Strategic Plan, with the goal of achieving a per capita disposal rate of less than 3.6 pounds/person/day by 2020 and less than 1.1 pounds/person/day by 2030, equivalent to a 95 percent diversion rate.

2. Energy

- a. The Project will comply at a minimum with the City of Santa Monica Energy Code and the City of Santa Monica Green Building Standards Code or the most recent standards at the time of building permit issuance by incorporating features such as solar pool heating, green roofs, high-performance building envelopes, energy-efficient HVAC and lighting systems, among other initiatives thereby reducing energy use, air pollutant emissions, and GHG emissions.

- b. The Project will install solar electric photovoltaic (PV) systems, as required by the City of Santa Monica Green Building Code Solar Ordinance. The required installation of the PV systems will be implemented by installing a minimum total wattage of 2.0 times the square footage of the building footprint (2.0 watts per square foot).
- c. The Project design will incorporate surface materials with a high solar-reflectance-index average, coupled with roof assemblies having insulation factors that meet or exceed the 2019 California Title 24 Building Energy Efficiency Standards or the most recent standards at the time of building permit issuance, to reduce unwanted heat absorption and minimize energy consumption.

3. Transportation

- a. To encourage carpooling and the use of electric vehicles by Project employees, residents, and visitors, designated parking for carpools and vanpools will be provided in accordance with SMMC Section 9.28.150.
- b. EV Charging Stations, low emission vehicle spaces, and carpool spaces for hotel employees will be provided in the Hotel parking structure. At least two charging stations plus one for each additional 50 parking spaces consistent with SMMC Section 9.28160(B)(2) will be provided.
- c. Both long-term and short-term bicycle parking will be provided at the Hotel parking structure. The number of parking spaces shall at a minimum be provided in accordance with SMMC Table 9.28.140, which requires one short-term bicycle parking space for every 4,000 square feet of floor area (depending on the use). The number of spaces will be determined through the Development Agreement and is expected to exceed the City's code requirement of 304 bicycle spaces, including 263 long-term and 41 short-term spaces.

Showers and clothes lockers for employees will also be provided at the Hotel. In accordance with SMMC Section 9.28.170(B)(1), a minimum of four showers would be provided. Consistent with SMMC Section 9.28.170(B)(2), lockers for clothing and other personal effects will be provided at a ratio of 75% of the long-term employee bicycle parking spaces required. A total of up to 197 new clothes lockers will be provided on the Hotel Parcel for employee use. The final number will be determined through the Development Agreement.

4. Water

- a. The Project shall achieve the City's water neutrality requirements and in accordance with the DCP, the Applicant shall strive to achieve a minimum of 30 percent below California 2019 Title 24 baseline for interior building water use and a minimum of 50 percent below California 2019 baseline for exterior water use. The Project will also implement 100% non-potable irrigation for landscaping.

Section 4.5, Historical Resources

The following provides clarification on the period of significance for the Palisades Wing:

The City Landmark Assessment to add the Palisades Wing and the Landmark Parcel to the pre-existing Moreton Bay Fig Tree Landmark Designation concluded that there are two periods of significance identified with the property.¹ The first is 1888-1912, the era during which Senator John P. Jones constructed the Miramar residence and resided at the property, and when his second wife, Georgina Frances Sullivan planted the Moreton Bay Fig Tree. The second period of significance is 1924, the year in which the Renaissance Revival-style Palisades wing was completed. The City Landmark Assessment also concluded that the property appears to have attained additional significance during the destination hotel era beginning in 1938 with the construction of the bungalows and ending in 1959 with the erection of the Ocean Tower, however, the architecture associated with these later improvements has undergone substantial change and no longer retains integrity to merit eligibility. Nonetheless, the existing landscape setting reflects the various elements and characteristics of each historic era including the Miramar Residence (1888-1912), the Apartment Hotel era beginning in 1924, and the Destination Hotel era beginning in 1938, and as such contributes to the eligibility of the property as a whole.

The period of significance of 1924-1958 is identified for the Palisades Building, which is inclusive of the original 1924 period of significance when it was completed, and includes the subsequent time period after ca. 1940 when the Palisades Building was painted, when the property attained additional significance during the destination hotel era, and ending in 1959 with the erection of the Ocean Tower (page 4.5-24 of the Draft EIR).

The existing condition of Palisades Building masonry materials has resulted in consideration of a period of significance of 1940-1958 for the Palisades Building rehabilitation. The brick exterior of the Palisades Building, constructed in 1924, remained unpainted until circa 1940. A circa 1940 historic photograph shows the brick exterior painted a white or off-white color, which existed until some point between 1974 and 1992 when the paint was removed by sandblasting and the brick was repointed with flush mortar, resulting in damage to the brick masonry finish. The Rehabilitation Standards do not recommend removing paint from historically-painted masonry; however, the paint was previously removed by sandblasting, which is a paint removal method that is not recommended by the Rehabilitation Standards. As a result of the abrasive sandblasting, the existing brick masonry exhibits a damaged surface that detracts from its integrity and needs to be preserved, as provided for in PDF HIST-1.

There are two feasible alternatives for preservation of the brick that would conform with the Rehabilitation Standards: 1) repairing the original unpainted brick exterior and applying a clear sealant to protect the brick; or, 2) repainting the brick with a compatible painting system in an historically appropriate color scheme.² Further study of these two treatment methods are provided for in PDF HIST-1, which specifies “Establishment of Brick treatments, including processes and materials for cleaning, testing, repair, *painting or coating* [emphasis added] in conformance with

¹ The City Landmark Assessment and Evaluation Report by PCR (December 2012), included in Appendix D-3 of the Draft EIR, was prepared in support of the Landmark Designation Amendment that added the Palisades Wing and the Landmark Parcel to the pre-existing Moreton Bay Fig Tree Landmark Designation.

² The conservator's study provided in Appendix D-2 of the DEIR recommends two treatment alternatives for the brick, either leaving it unpainted and coating it with a clear sealant to protect it in the humid seaside environment, or repainting it utilizing conservation practices for historic brick.

Rehabilitation Standards," and requires review of the treatment methods by the Landmarks Commission and a Certificate of Appropriateness or equivalent permit.

Repainting the brick, as proposed in the Project, would return the Palisades Building to its ca. 1940-1958 appearance and cover the improperly pointed flush mortar and seal the damaged brick surface to protect it from the humid seaside climate. The Rehabilitation Standards include recommendations for repainting historically-painted brick, evaluating the overall condition of the masonry, making necessary repairs, applying compatible paint coating systems to historically-painted masonry following property surface preparation, and utilizing historically appropriate colors. Should the paint need to be removed in the future, the Rehabilitation Standards also provide recommendations for removing paint from brick using biodegradable or environmentally-safe cleaning or paint-removal products, and gentle non-abrasive methods such as a poultice to which paint adheres, when possible, to neatly and safely remove old paint. PDF HIST-1 requires brick repair and preservation in conformance with the Rehabilitation Standards.

When it was completed in 1924, the Palisades Building did not have a rooftop sign. However, a rooftop sign existed during the 1940-1958 period, and PDF HIST-1 calls for installation of a new rooftop sign based upon the historic sign's size, shape, and design. If the Palisades Building would retain its existing unpainted brick, then installation of the rooftop sign would not correspond with the building's original 1924 period of significance and would not be appropriate. However, if the Palisades Building would be rehabilitated to the ca. 1940-1958 period of significance, then the installation of an historically appropriate rooftop sign would be consistent with the Rehabilitation Standards. Additionally, the Terra Cotta cladding on the Palisades Building was originally unpainted upon completion of the building in 1924 and remained unpainted in the 1940s and 1950s, but was later painted to cover damaged areas. For the Terra Cotta cladding PDF HIST-1 requires "Establishment of treatments for testing, cleaning, paint removal, repair, repointing, and painting or coating in conformance with Rehabilitation Standards."³

³ DEIR, page 4.5-22.