

Summary for Electronic Document Submittal

Form F

SCH #: 20170441030

Lead Agency: City of Santa Monica – City Planning Division

Project Title: Providence Saint John’s Health Center Phase II Project

Location: The campus of Providence Saint John’s Health Center (PSJHC) is located in Santa Monica’s Mid-City Neighborhood in an area bounded by Arizona Avenue to the north, Broadway to the south, 20th Street to the west and 23rd Street to the east. The project sites encompass the North and South Campuses of the PSJHC which are located both north and south of Santa Monica Boulevard.

Project Description (Proposed Actions, location, and/or consequences): Phase II Master Plan is a comprehensive plan that will guide the implementation of Phase II improvements on the North and South Campuses, improve infrastructure and circulation in and around the PSJHC Campuses, create a new network of open space areas and enhancements to the pedestrian realm, and provide a comprehensive parking plan to meet PSJHC peak parking demand. The Phase II Master Plan establishes the basic parameters and vested rights guiding development of the Phase II Project including, without limitation: (a) building placement, (b) vested heights, vested uses, and vested floor areas for all buildings, (c) minimum setbacks for all buildings, (d) minimum setbacks for all buildings, (e) subterranean parking, (f) location of uses, (g) vehicular and pedestrian circulation, (h) open space and (i) a Phase II Phasing Plan that includes phasing and timing for filing development review permit applications, obtaining building permits, and constructing Phase II buildings, and implementing improvements such as public open space, infrastructure improvements, and community and Project benefits.

The Phase II Master Plan allows for ten (10) Phase II Project buildings and associated infrastructure and open space improvements. The existing buildings/improvements proposed to be demolished/removed as part of the Phase II Master Plan consist of (i) the existing Child and Family Development Center, (ii) the existing MRI Facility, (iii) the existing Saint John’s Health Center Foundation building (“SJF”), (iv) the existing John Wayne Cancer Institute (“JWCI”), and (v) a vacant 10-unit residential building. The Phase II Master Plan includes the following uses to be located in ten new buildings: Hospital/Health Care, Medical Research Facilities (including a new facility for the John Wayne Cancer Institute), new Child & Family Development Center, Day Care, Health & Wellness Center, Education & Conference Center, Visitor Housing, 10 replacement residential apartment units, as well as opportunities for Health-Related Services, Neighborhood Commercial Uses and Restaurants/Cafés.

Circulation improvements include two new driveways on the South Campus from Santa Monica Boulevard and one new driveway from Broadway. The Phase II Master Plan also includes a short new north-south street, tentatively called 20th Place, and a new east-west street between 21st Street and 20th Place, tentatively called Saint John’s Way. Subterranean parking is proposed beneath the new uses. In addition, Phase II Master Plan includes above-grade connections for pedestrians (including an enclosed pedestrian walkway above Santa Monica Boulevard for use by patients and caregivers), and below-grade connections for vehicle circulation between various

subterranean garages (including under Santa Monica Boulevard) and the transfer of materials/supplies between buildings.

Please identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Draft EIR analyzed potential environmental impacts associated with the proposed project, including Aesthetics/Shadows, Air Quality, Construction Effects, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population/Housing, Public Services, Transportation and Circulation, Tribal Resources, and Utilities and Service Systems.

The following issues were identified with no impacts or less than significant impacts and did not require any mitigation measures: Aesthetics, Energy, Geology and Soils (excluding Paleontological Resources), Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Population/Housing, Public Services (Police and Fire), Tribal Cultural Resources, and Utilities (Water Supply, Wastewater and Solid Waste).

Below is a list of issues for which potentially significant impacts were identified and mitigation measures were prescribed that reduced impacts to a less than significant level:

Air Quality (Construction Impacts): Mitigation Measure AQ-1 requires mobile off-road construction equipment (wheeled and tracked) used during construction to meet or exceed the USEPA Tier 4 standards, and the use of non-diesel fuels for various construction equipment.

Archaeological Resources: Mitigation Measure ARCH-1 to ARCH-4 include provisions for monitoring, identification and treatment, if found, of archaeological resources and human remains during construction activities.

Paleontological Resources: Mitigation Measures GEO-1 to GEO-3 include provisions for monitoring, identification and treatment, if found, of paleontological resources during construction activities.

Hazardous Materials: Mitigation Measures MM-HAZ-1 and MM-HAZ-2 require additional assessment (e.g., soils and soil vapor sampling, UST Survey) of the former on-site service station uses during Project construction, and remediation if required (including implementation of a Soil Management Plan and disposal of any contaminated materials and any USTs at licensed receiving facilities). Mitigation Measure MM-HAZ-3 requires implementation of a Health and Safety Plan (HASP) should MM-HAZ-1 reveal the presence of contamination, with the HASP outlining safety and vapor suppression requirements to avoid both significant health risks to construction workers and the public and vapor concentrations above applicable thresholds in the subterranean levels of the proposed new buildings. Mitigation Measures MM-HAZ-4 and MM-HAZ-5 require asbestos and lead based paint testing of the CFDC, JWC and SJF Buildings prior

to demolition of these structures, and removal of any asbestos and lead based paint found in those buildings in accordance with applicable regulations.

The following issues were identified to have a significant and unavoidable impact.

Air Quality

Project Interim Year (2031) operational nitrogen oxides (NO_x) emissions would be reduced with implementation of the proposed mitigation measure (e.g., MM-AIR-1), but would still exceed South Coast Air Quality Management District (SCAQMD) regional operational thresholds. Therefore, operational NO_x emissions would be significant and unavoidable. However, it should be noted that if the SCAQMD regional construction thresholds were applied, total Project construction and operational emissions would be below all thresholds.

Construction Effects

Project construction activities could result in significant unavoidable vibration impacts. See Noise and Vibration below for further discussion.

Cultural Resources - Historical Resources

The Project would result in a significant unavoidable impacts to historical resources due to demolition of the Cancer John Wayne Cancer Institute Building (JWCI) and Lt. Joseph P. Kennedy Jr. Memorial Child & Family Development Center (CFDC). The implementation of the proposed mitigation measures (e.g., MM-HIST-1 through -3) would address impacts, but would not reduce to less than significant levels as there is no feasible mitigation to reduce demolition of these historical resources to a less than significant level.

Neighborhood Effects

No mitigation is available for the significant neighborhood effects of the Project in terms of one of the traffic issues analyzed (e.g., operational intersection and street segment LOS, see discussion below). Therefore, Project operational traffic-related neighborhood effects would be significant and unavoidable.

Noise and Vibration

Participation in Mitigation Measure MM-NOISE-2 would prevent vibration impacts to vibration sensitive medical equipment at Medical Office Buildings not owned/controlled by Saint John's. Participation in MM-NOISE-2 includes location inventory, simulation testing, equipment relocation, and equipment isolation. MM-NOISE-2 also requires that no construction be conducted during active use of equipment, or alternative construction methods. Thus, potentially significant construction vibration impacts at participating Medical Office Buildings not owned/controlled by Saint John's would be reduced to a less than significant level. However, for

any Medical Office Buildings not owned/controlled by Saint John's that do not participate in MM-NOISE-2, Project construction vibration could result impacts to vibration sensitive medical equipment. Therefore, the impact would be significant and unavoidable.

Transportation

Project intersection and street segment operations impacts would be significant and unavoidable at fourteen study intersections and six segments under Interim Year (2031) and/or Future Year (2042) conditions. The impacts at these intersections would be significant and unavoidable as feasible mitigation is not available to reduce the impacts at these intersections to less than significant levels due to lack of additional adequate right-of-way area, inconsistency with adopted City policies, and/or because they would result substantial secondary impacts.

Intersections*

26. 20th Street & Arizona Avenue
33. 20th Street & Pico Boulevard
42. 23rd Street & Arizona Avenue
44. 23rd Street & Broadway
50. Cloverfield Boulevard & Olympic Boulevard
53. Cloverfield Boulevard & I-10 Eastbound On-Ramp
70. Centinela Avenue & Santa Monica Boulevard**
74. Centinela Avenue & I-10 Westbound On-Off Ramps
77. Bundy Drive & Santa Monica Boulevard**
79. Bundy Drive & Olympic Boulevard
80. Bundy Drive & Ocean Park Boulevard
81. Bundy Drive & I-10 Eastbound On-Ramp**
82. Barrington Avenue & Wilshire Boulevard
83. Barrington Avenue & Santa Monica Boulevard

* These are Project and cumulative impacts.

** If appropriate approvals are granted by the City of Los Angeles (and by Caltrans in the case of Intersection 81) in conjunction with the mitigation measures identified in Section 4.17 of the DEIR for Intersections 70, 77, and 81, Project impacts at these intersections would be mitigated to less than significant levels.

Street Segments*

1. Arizona Avenue west of 17th Street
 2. Arizona Avenue west of 20th Street
 9. 23rd Street north of Wilshire Boulevard
 10. 23rd Street north of Arizona Avenue
 11. 23rd Street north of Santa Monica Boulevard
 14. 23rd Street south of Ocean Park Boulevard
- * These are both Project and cumulative impacts.

If applicable, please describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The environmental issues listed below were those of key concern that may be controversial. Each of these issues is evaluated in the DEIR.

- Impacts to the visual character of the area.
- Neighborhood compatibility and preservation of community character.
- Impacts to archaeological (including tribal) and historical resources, including the required Assembly Bill 52 tribal consultations.
- Air quality impacts, including odors.
- Construction effects (construction emissions, noise/vibration, and traffic).
- Noise from ambulance sirens (Note: The Project does not propose any changes in operation or site planning that would increase emergency vehicles or siren use.)
- Transportation and circulation impacts, including traffic congestion impacts and impacts to Congestion Management Plan (CMP) facilities, transit, and pedestrian/bicycle safety
- Vehicle Miles Travelled (VMT) analysis required by Senate Bill 743 and the newly updated (December 2018) CEQA Environmental Checklist.

Please provide a list of the responsible or trustee agencies for the project.

Responsible agencies for the proposed project include, but may not be limited to, the following: Regional Water Quality Control Board, South Coast Air Quality Management District (SCAQMD), City of Santa Monica (Public Works, Planning and Community Development, Police Department, Fire Department), and Native American Heritage Commission.