
3400 AIRPORT AVENUE TENNIS AND PICKLEBALL COURTS PROJECT CLASS 32 CEQA EXEMPTION

PREPARED FOR:



Santa Monica Community College District
1900 Pico Boulevard
Santa Monica CA, 90405

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May 2024

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1.0 Project Description

A. Project Summary

The Project Site is located at 3400 Airport Avenue in the City of Santa Monica and is currently developed with one single-story office building totaling 29,000 square feet of floor area, three ancillary storage buildings totaling 3,700 square feet of floor area, and two associated surface parking lots with a total of 79 vehicle parking spaces. The Project Site is adjacent to the Santa Monica College (SMC) Bundy Campus (on the south). The Proposed Project includes demolition of the existing office building and ancillary storage buildings for the construction, use, and maintenance of six outdoor SMC instructional tennis and pickleball courts and one warm up pickleball court totaling approximately 31,200 square feet. These courts will be available for public use when not being used by SMC for instruction during hours of operation. The Proposed Project would also provide 42 vehicle parking spaces, a janitor's room and two storage buildings (totaling 564 square feet), and a restroom building with four general neutral bathrooms, as shown on the Project Site Plan (Figure 4).

In addition to requiring the discretionary approval of the Proposed Project from the Santa Monica Community College District (SMC), the Proposed Project will require various ministerial administrative approvals and permits from the State of California Division of the State Architect's (DSA) Office for project construction activities.

B. Environmental Setting

1. Project Location

The Project Site is located in the Friends of Sunset Park Neighborhood area within the City of Santa Monica. The Project Site's location within the City of Santa Monica and the greater Los Angeles region is depicted in Figure 1, Project Location Map. The Project Site encompasses an approximately 3-acre parcel of land. The Project Site's property address, Assessor's Parcel Number (APN), and land use are summarized in Table 1.1, Summary of Project Site, below.

The Project Site is generally bound by Airport Avenue to the north; a restaurant to the west; College Drive and the SMC Bundy Campus and its associated parking to the south; and Bundy Drive to the east.

Table 1.1
Summary of Project Site

Address	APN	Existing Land Use
3400 Airport Avenue	4272-026-902	office building, ancillary storage buildings, surface parking
Source: City of Santa Monica, SaMoMAP, website: https://samomap.santamonica.gov , accessed October 2023.		



Source: ArcGIS Maps, 2023.

Figure 1
Project Location Map

Regional access to the Project Site is provided by the Santa Monica Freeway (I-10). The Santa Monica Freeway generally runs in an east-west direction approximately 1.0 mile to the north of the Project Site. Regional access to the Project Site is also provided by the San Diego Freeway (I-405). The San Diego Freeway generally runs in a north-south direction approximately 1.3 miles to the east of the Project Site.

Local street access is provided by Airport Avenue, which borders the Project Site to the north. Airport Avenue is a two-way street providing one travel lane in each direction. Street parking is restricted along Airport Avenue adjacent to the Project Site. Bundy Drive, which borders the Project Site to the east, is a two-way street providing two travel lanes in each direction. Street parking is restricted along Bundy Drive adjacent to the Project Site. College Drive, which borders the Project Site to the south, is a two-way street providing one travel lane in each direction serving SMC's Bundy Campus. Street parking is restricted along College Drive adjacent to the Project Site, but approximately 600 parking spaces are provided on the Bundy Campus and 133 overflow spaces in the surface parking lot on the east side of the Project Site at the southwest corner of Bundy Drive and Airport Avenue. The City's Bike Action Plan identifies Airport Avenue as a future priority connection for the bikeway network.

The City of Santa Monica's Big Blue Bus operates one bus line (Line 14) with multiple bus stops within walking distance (approximately one-half mile) from the Project Site. In the vicinity of the Project Site, bus stops are located along Bundy Drive. Bus service is provided to the SMC Bundy Campus. The Project Site is easily accessible and connected with the Bundy Campus, the City, and the greater Los Angeles area. The Project Site is also situated within walking distance to other recreational properties located along Airport Avenue.

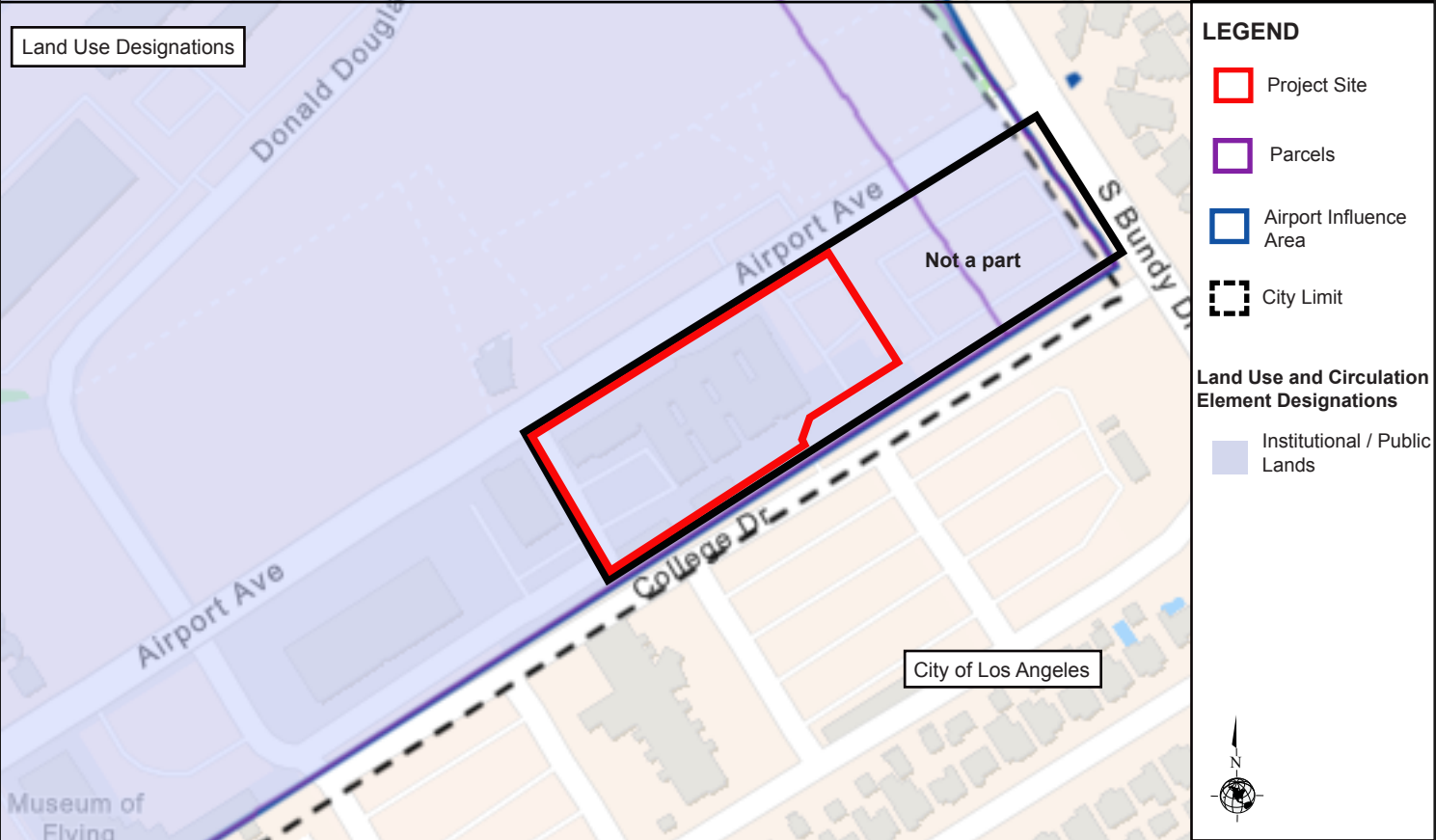
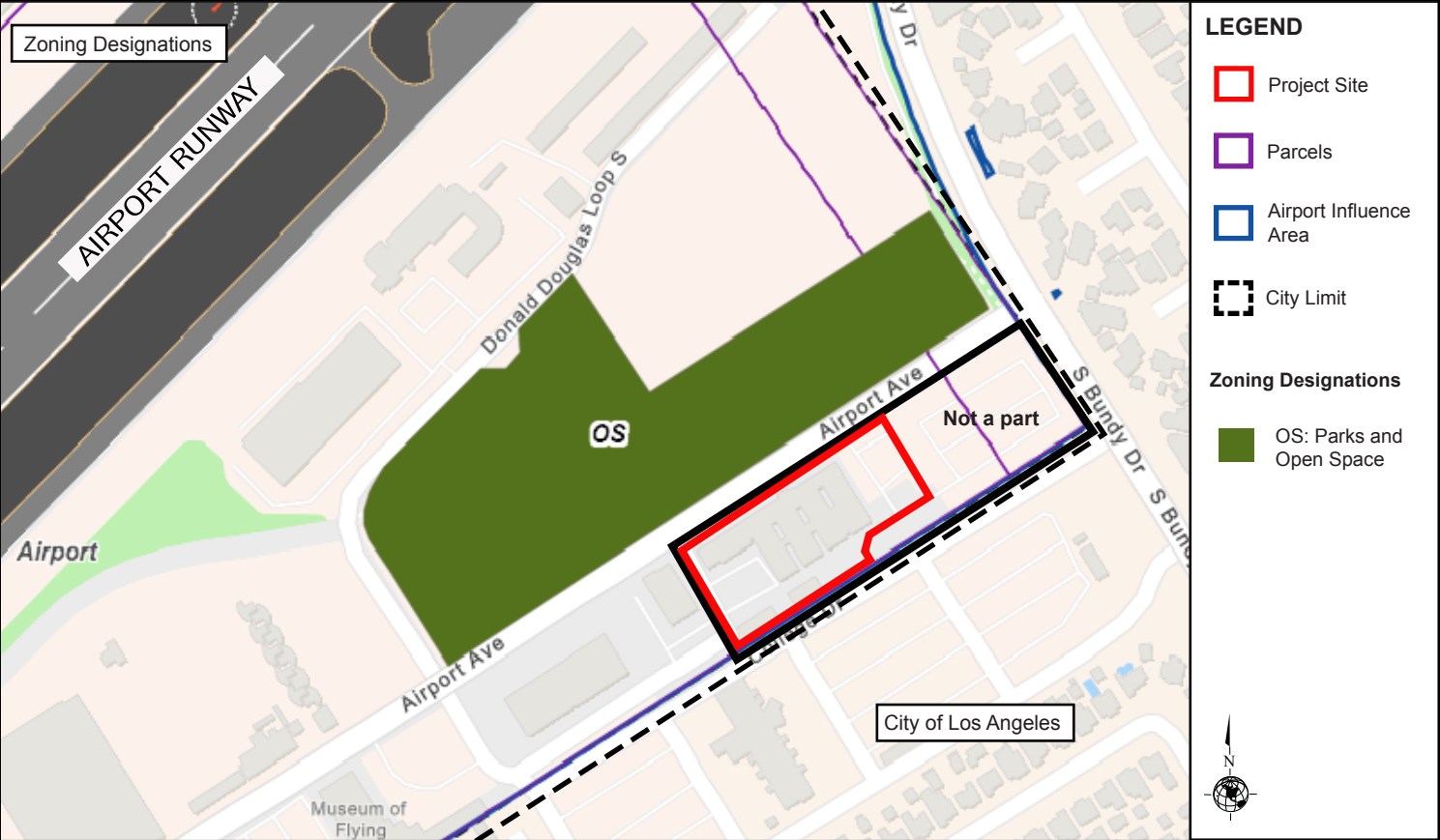
2. Existing Conditions

2.1 Zoning and Land Use Designations

The Project Site does not currently have a zoning designation. The City of Santa Monica 2010 Land Use and Circulation Element (LUCE) designates the Project Site for Institutional/Public Lands land uses. Public colleges and recreational land uses are expressly permitted in the Institutional/Public Lands land use designation. Thus, the land use of the Project Site is consistent with the allowable land uses under the existing land use designation.

Figure 2, Zoning and Land Use Designation, shows the existing zoning designation for properties surrounding the Project Site and the land use designation on the Project Site and in the surrounding area. Additionally, the Project Site is located within the Airport Influence Area and within the Friends of Sunset Park Neighborhood.

It is anticipated that the SMC Board of Trustees will adopt a resolution preempting local zoning as to this Project Site pursuant to Government Code Section 53094(b).



Source: SaMoMAP, City of Santa Monica, Department of City Planning, 2023.

Figure 2
Zoning and Land Use Designations

2.2 Existing Site Conditions

The Project Site is currently developed with one single-story commercial office building totaling 29,000 square feet of floor area, three ancillary storage buildings totaling 3,700 square feet of floor area, and associated surface parking. There are two vehicle driveways located along Airport Avenue that provide access to the Project Site. There is one additional driveway that provides access to the eastern portion of the Project Site along College Drive.

2.3 Surrounding Land Uses

As shown in Figure 3, the Project Site does not have a zoning designation, however, certain properties proximate to the Project Site are designated with a Parks and Open Space zoning within the Airport Influence Area. The Project Site and surrounding properties have a LUCE land use designation of Institutional/Public Lands. The properties surrounding the Project Site include a one-story restaurant building, parks, surface parking lots, and the Santa Monica College Bundy Campus. Below is a description of the existing conditions in the surrounding area.

North: Abutting the Project Site to the north is Airport Avenue. Further north, past Airport Avenue, is the Airport Park and associated surface parking lot. This property is zoned OS (Parks and Open Space) with a LUCE land use designation of Institutional/Public Lands.

West: Abutting the Project Site to the west is a one-story restaurant and associated surface parking lot. This property does not have a zoning designation but has a LUCE land use designation of Institutional/Public Lands.

East: Abutting the Project Site to the east is a surface parking lot which connects to College Drive and provides additional parking for the Santa Monica College Bundy Campus. This property does not have a zoning designation but has a LUCE land use designation of Institutional/Public Lands. Further east, past the surface parking lot, is Bundy Drive.

South: Abutting the Project Site to the south is College Drive. Further south, past College Drive, is the Santa Monica College Bundy Campus and associated surface parking lot. The Bundy Campus property is located within the municipal jurisdiction of the City of Los Angeles.



Source: Google Earth, Aerial View, 2020.

Figure 3
Aerial Photograph of the Project Site and Surrounding Land Uses

C. Description of Project

1. Project Overview

The Project Site is currently developed with one single-story office building totaling 29,000 square feet of floor area, three ancillary storage buildings totaling 3,700 square feet of floor area, and two associated surface parking lots with a total of 79 vehicle parking spaces. The Proposed Project includes demolition of the existing commercial office building and ancillary storage buildings (approximately 32,700 square feet in total building area) for the construction, use, and maintenance of six outdoor instructional tennis and pickleball courts and one warm up court totaling approximately 31,200 square feet. The Proposed Project would also provide 42 vehicle parking spaces, two storage buildings (totaling 564 square feet), and a 224 square foot restroom building with four gender neutral restrooms, as shown on the Site Plan (Figure 4). The existing parking lot on the east side of the Project Site is not a part of the Proposed Project and will remain surface parking. The Proposed Project would be open daily between 8:00 a.m. and 10:00 p.m. The tennis and pickleball courts would include perimeter fencing and site lighting.

A summary of the Proposed Project is provided in Table 1.2, Proposed Development Program, below. Conceptual plan layouts of the Proposed Project are depicted in Figure 4 and Figure 5.¹

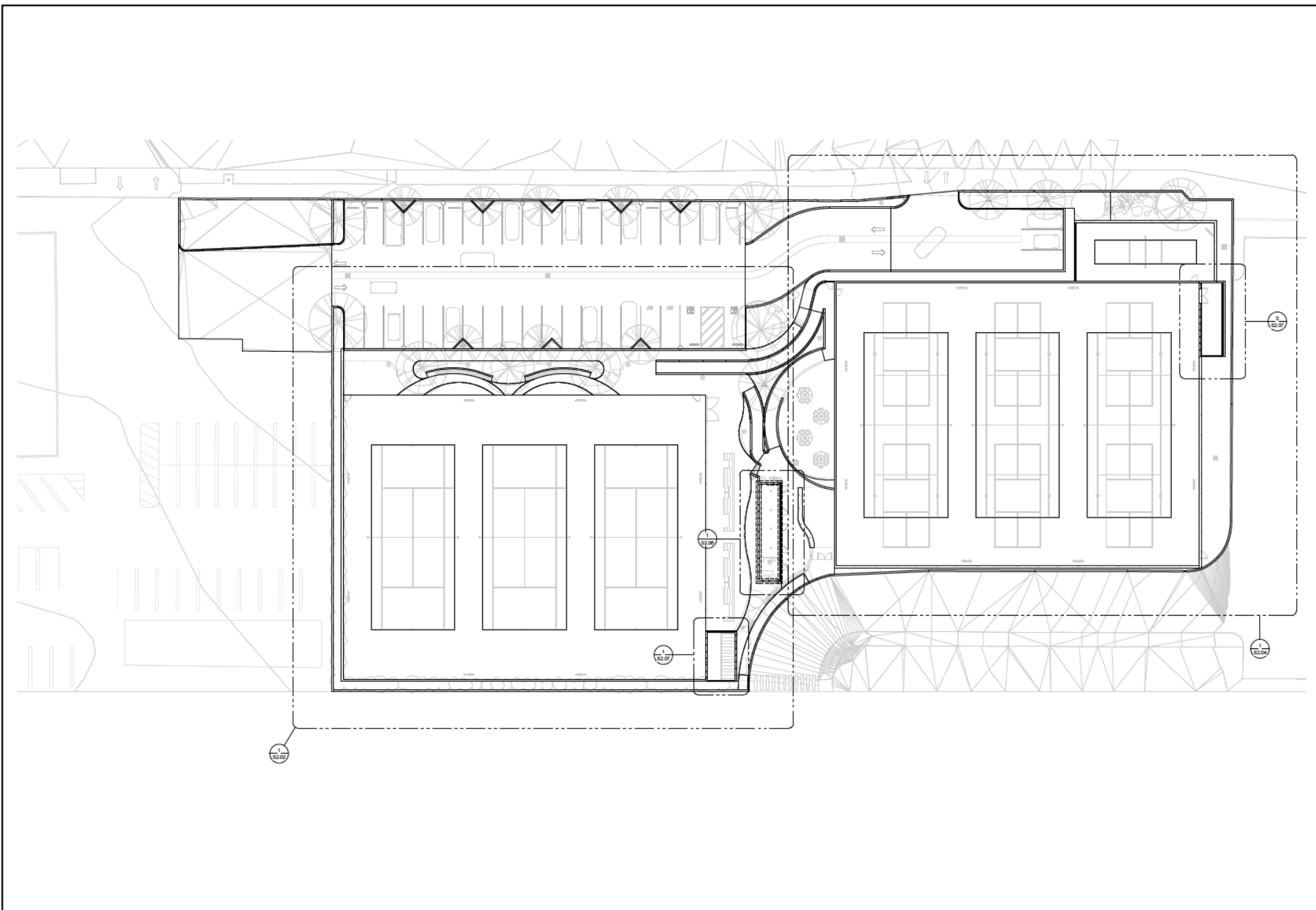
Table 1.2
Proposed Development Program

Land Use	Proposed Area (square feet)
Institutional/Public Lands	
Tennis and Pickleball Courts	6 full size courts / 1 warm up court (31,200 sf)
Restrooms (4 gender neutral)	224 sf
Ancillary Janitor's Room and Equipment Storage	564 sf
Surface Parking	42 spaces
Demolition Plan:	
Land Use	Existing Floor Area (square feet)
Office building	29,000 sf
Ancillary storage buildings	3,700 sf
TOTAL:	32,700 sf

Institutional/Public Lands Uses

As shown in Table 1.2, above, the Proposed Project would include the demolition of 29,000 square feet of existing office buildings and 3,700 square feet of ancillary storage buildings and the development of six outdoor tennis and pickleball courts and one warm-up court (totaling approximately 31,200 square feet), 42 vehicle parking spaces, four gender neutral restrooms (approximately 224 square feet), and ancillary janitor's room and storage areas (564 square feet).

¹ The plan layouts depicted in Figures 4 and 5 are conceptual and are subject to change.



Source: dsk architects, May 22, 2024

Figure 4
Site Plan



Source: dsk architects, May 22, 2024

Figure 5
Concept Plan

2. Access, Circulation, and Parking

The Proposed Project would provide 42 vehicle parking spaces, as shown in the Site Plan (Figure 4). Vehicular access to the surface parking lot would be provided via one full-access driveway along the south side of Airport Avenue with vehicle circulation connecting the eastern and western parking lots. Temporary construction parking and staging would occur on-site within designated parking lot/staging areas.

3. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low-level illuminated pedestrian walkways and pole lighting within tennis and pickleball courts and surface parking areas. Illumination intensity would be consistent with the existing lighting within the Airport Park to the north and the Bundy Campus parking lot to the east and south. Lighting for the Proposed Project would be consistent with the hours of operation (8:00 a.m. to 10:00 p.m. daily). On site signage would include site identity and wayfinding signs in accordance with the SMMC.

4. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. Perimeter fencing would be placed around the tennis and pickleball courts, which would be unlocked during the hours of operation and locked during all other times. Additionally, the Santa Monica College Police Department (SMCPD) provides police protection services to the SMC community. The Project Site is located adjacent to the SMC Bundy Campus, and therefore, the SMCPD would provide emergency services to the Proposed Project. All SMC campus buildings and facilities are secured by Campus Police between the hours of 10:15 p.m. to 6:00 a.m. Mondays-Thursdays and between 5 p.m. on Fridays and 6:00 am on Monday.

5. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately six months, with final buildout occurring in 2024. Construction activities would include three main steps: (1) demolition/site clearing; (2) grading; and (3) paving and installation of fixtures. All construction activities would be performed in accordance with all applicable state and federal laws and City codes and policies with respect to building construction and activities. In accordance with SMMC Section 4.12.110, project construction activities would be permitted to occur only between 8 a.m. and 6 p.m. on Monday through Friday, and 9 a.m. to 5 p.m. on Saturday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Demolition/Site Clearing Phase

This phase would include the demolition of the office building and three ancillary storage buildings consistent with SMC's lease agreement with the City. In addition, this phase may include the removal of walls, fences, and associated debris. The demolition/site preparation phase would be completed in approximately one (1) month.

Grading Phase

After the completion of the demolition phase, the grading phase for the Proposed Project would occur for approximately one (1) month and would involve the export of up to 1,000 cubic yards of soil to be hauled off-site. This phase would also involve grading to ensure the proper base and slope for the tennis court foundations.

Paving Phase

The paving phase is expected to occur for approximately four (4) months. The paving phase would involve pouring asphalt for the proposed surface parking lots and walkways, pouring foundation for the proposed tennis and pickleball courts, and installing fencing, nets, lighting, water fountains, and other associated fixtures.

D. Requested Permits and Approvals

In addition to requiring the discretionary approval of the Proposed Project from the Santa Monica Community College District (SMC), the Proposed Project will require various ministerial administrative approvals and permits from the State of California Division of the State Architect's (DSA) Office for project construction activities.

2.0 Evaluation of Class 32 Criteria

The CEQA Guidelines (Sections 15300 to 15332) include a list of classes of projects, which have been determined to not have a significant effect on the environment, known as Categorical Exemptions. If a project falls within one of these classes, it is exempt from the provisions of CEQA, and no further environmental review is required. The Class 32 “Infill” Categorical Exemption (CEQA Guideline Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas if it meets certain criteria. The class consists of infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that have the potential to result in any significant traffic, noise, air quality, or water quality impacts. As supported by the information presented herein, the Proposed Project falls under the Class 32 Exemption and would not result in any significant traffic, noise, air quality, or water quality impacts.

A Class 32 Exemption applies to a project characterized as in-fill development meeting the conditions described below:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

As presented herein, the Proposed Project qualifies for a Class 32 Infill Development Project under the CEQA (P.R.C. 21000-21189.2), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387). The Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Section 15332, respectively, and none of the exceptions section set forth in CEQA Guidelines Section 15300.2 apply. Therefore, no further environmental analysis is warranted.

A. Supporting Analysis for a Class 32 Categorical Exemption

Consistent with the State CEQA Guidelines and both the College’s and City’s policies and practices for implementing CEQA, the following assessment provides substantial evidence to support the determination that the Proposed Project meets the above criteria, pursuant to the Class 32 (Infill Development) requirements as set forth in Section 15332 of the State CEQA Guidelines.

- a) **The Proposed Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.**

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations adopted for the purpose of avoiding mitigating an environmental effect. Plan inconsistencies in and of themselves are not a significant impact on the environment under CEQA. CEQA recognizes only direct physical changes or reasonably foreseeable indirect physical changes in the environment.² As such, the analysis below only addresses those policies that have the potential to result in physical impacts to the environment.

That being said, the proposed use of instructional courts for the College is fully consistent with the City's land use designation for the property, as discussed further below.

SMMC: Zoning Designations and Regulations

Land Use

The Project Site does not have a zoning designation, but has a Land Use and Circulation Element (LUCE) land use designation of Institutional/Public Lands. The Proposed Project would include the demolition of an existing office building for the new construction and operation of six full-sized outdoor courts and one warm-up court totaling 31,200 square feet, 42 ancillary surface parking spaces, four gender neutral restrooms, and 564 square feet of ancillary janitor's room and storage areas. Public college and recreational uses are both identified as allowable land uses in the Institutional/Public Lands land use designation. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the SMMC.

Parking

The City's Zoning Code does not call for any required parking for recreational uses. Nevertheless, the Proposed Project would provide 42 onsite vehicle parking spaces such as shown on the Site Plan (Figure 4). Vehicular access to the surface parking lot would be provided via one full-access driveway along the south side of Airport Avenue with vehicle circulation connecting the eastern and western parking lots. Temporary construction parking and staging would occur on-site within designated parking lot/staging areas.

City of Santa Monica General Plan Land Use and Circulation Element – Institutional/Public Lands

The Santa Monica Land Use and Circulation Element (LUCE) (amended May 2023) articulates the community's vision for Santa Monica's future. The LUCE, which is an element of the City's General Plan, is designed to maintain the City's character, protect its neighborhoods, manage its transportation systems, and encourage additional housing in a sustainable manner that ensures a high quality of life for all Santa Monicans now and in the future. The purpose of the LUCE is to establish the community's vision for the future. Its goal is to provide a flexible framework for long-

² See *Guidelines Section 15064(d)-(e)*.

term decision making that will determine how the community will look and function as it evolves over time. The LUCE is the City of Santa Monica's fundamental land use and circulation policy document, and it provides the basic policy direction for the City's development and conservation for the next 20 years. The Land Use Policy and Designations Chapter of the Santa Monica LUCE outlines what is allowed in terms of uses as well as the intensity of development for each parcel of land within the City. Citywide goals and policies are designed to implement the core values of the community that form the basis of the City's land use policy. Table 2.1, below, demonstrates the Proposed Project's compliance with the applicable Citywide Land Use Goals and Policies of the Santa Monica Land Use and Circulation Element.

Table 2.1
Project Consistency Analysis with Applicable Land Use Goals and Policies of the Santa Monica Land Use and Circulation Element

Goal / Policy	Project Consistency Analysis
Goal LU17: Increase Open Space – Increase the amount of open space in the City and improve the quality and character of existing open space areas ensuring access for all residents.	No Conflict. The Proposed Project includes the demolition of one office building and three ancillary storage buildings for the construction of tennis and pickleball courts to serve the needs of SMC students and the general public when not in use by the College. The Proposed Project would also include two storage buildings and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Residents of all ages and income levels would have access to recreational uses and amenities with the development of the Proposed Project as it would be open to the public without fees. Therefore, the Proposed Project would not conflict with this Goal.
Policy LU17.1: Encourage new ground level open space including, but not limited to landscaped areas, gathering spaces and play areas in new development.	No Conflict. The Proposed Project would provide new open space and amenities. In addition to the construction of tennis and pickleball courts, the Proposed Project would provide a social gathering space. The Project Site would include minimal ornamental landscaping. Therefore, the Proposed Project would not conflict with this Policy.
Policy LU17.4: Continue to seek cooperative agreements with school, institutions and other public agencies to increase open and recreational space accessible to the community.	No Conflict. The Proposed Project is consistent with SMC's lease agreement with the City and would increase open and recreational space accessible to the community. As mentioned above, the Proposed Project includes development of instructional tennis and pickleball courts to serve the needs of SMC students and the general public when not in use by the College. The Proposed Project would also include two storage buildings and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Residents of all ages and income levels would have access to recreational uses and amenities with the development of the Proposed Project as it would be open to the public without fees. Therefore, the Proposed Project would not conflict with this Policy.
Policy LU17.5: Encourage access to open space for all residents through expansion of the larger open space system with the ultimate goal of providing open and recreational spaces within a ¼ mile radius of all residences in the City.	No Conflict. Development of the Proposed Project would promote the expansion of the larger open space system within the City. The Proposed Project is located within walking distance of residential neighborhoods and would serve to provide additional amenities and open space to the local residents when not in use by the College. Therefore, the Proposed Project would not conflict with this Policy.
<i>Source: City of Santa Monica, Planning and Community Development Department, Santa Monica Land Use and Circulation Element, May, 2023; and Parker Environmental Consultants, 2024.</i>	

The Community Enrichment Chapter of the Santa Monica LUCE integrates with citywide policies relating to: Open space, parks and recreation; Arts and culture; Active and healthy living; Child, youth, senior and family education and programs; and education and public facilities, and lifelong learning. Table 2.2, below, demonstrates the Proposed Project's compliance with the applicable Community Enrichment Goals and Policies of the Santa Monica LUCE relating to Open space, parks and recreation.

Table 2.2
Project Consistency Analysis with Applicable Community Enrichment Goals
and Policies of the Santa Monica Land Use and Circulation Element

Goal / Policy	Project Consistency Analysis
<i>Open Space, Parks and Recreation</i>	
Goal CE1: Expand the amount, quality, diversity and interconnectivity of parks, open spaces and recreational facilities throughout the city.	No Conflict. The Proposed Project would serve to provide additional amenities and open space to SMC students as well as local residents. The Proposed Project would also include a social gathering area which would expand the amount of open space in the area. Therefore, the Proposed Project would promote and not conflict with this Goal.
Policy CE1.1: Incentivize or require new development above the base throughout the City and particularly in activity centers along the boulevards and near the new transit stations, to include outdoor gathering places such as plazas, paseos and outdoor dining areas.	No Conflict. In addition to the recreational courts, the Proposed Project would also include a social gathering area with ample seating and tables, two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Therefore, the Proposed Project would promote and not conflict with this Policy.
Policy CE1.7: Strive for a geographic distribution of parks, open spaces and recreational facilities throughout the City such that most residents are within walking distance of a park or recreational area.	No Conflict. The Project Site has a LUCE land use designation of Institutional/Public Lands and is located within walking and bicycling distance of the Sunset Park neighborhood. The Proposed Project would serve to provide tennis and pickleball courts, which are in high demand throughout the City. There are no other such courts in the vicinity. Therefore, the Proposed Project would promote and not conflict with this Policy.
Policy CE1.8: Seek to improve and expand sports and recreational facilities throughout the City.	No Conflict. The Proposed Project would expand the sports and recreational facilities within the City. When not in use by SMC for instructional purposes, the Proposed Project would be accessible to the public, including local residents and the Santa Monica College students. Therefore, the Proposed Project would promote and not conflict with this Policy.
Policy CE1.9: Continue to maintain a diverse range of recreational facilities, offering residents of all ages affordable and safe access to high-quality recreational opportunities.	No Conflict. The Proposed Project would provide a diverse range of recreational facilities in the neighborhood by developing new instructional tennis and pickleball courts and a gathering area. The Proposed Project would also include a social gathering area with ample seating and tables, two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Residents would have access to high-quality, affordable, and safe recreational uses with the development of the Proposed Project as it would be open to the public without fees when not being used for instructional purposes by SMC. The tennis and pickleball courts would be fenced and there would be ample lighting on-site. Therefore, the Proposed Project would promote and not conflict with this Policy.
Goal CE2: Develop a comprehensive system of pedestrian-friendly, green streets and recreational pathways.	No Conflict. Airport Avenue is identified in the Bike Action Plan as a future priority connection to the bikeway network and a neighborhood street with adequate sidewalks for

	walking and bicycling. The Proposed Project includes the demolition of one office building and three ancillary storage buildings for the construction of additional open space/park usage which would promote walking/bicycling. Therefore, the Proposed Project would not conflict with this Policy.
Policy CE2.1: Utilize streets as public spaces by improving them with landscaping, particularly shade trees, pedestrian facilities and other enhancements to create a system of green connections throughout the City.	No Conflict. The Project Site is not located within a public street or right-of-way. Therefore, the Proposed Project would not conflict with this Policy.
Policy CE2.2: Strive to make all streets pedestrian-friendly to promote increased walkability.	No Conflict. As mentioned above, Airport Avenue is identified in the Bike Action Plan as a future priority connection to the bikeway network and a neighborhood street with adequate sidewalks for walking and bicycling. The Proposed Project does not propose any improvements within the public right-of-way and would maintain the existing street width and sidewalks adjacent to the Project Site. Therefore, the Proposed Project would not conflict with this Policy.
Goal CE7: Create convenient and safe opportunities for physical activity for residents of all ages and income levels.	No Conflict. The Proposed Project would provide convenient and safe recreational facilities in the neighborhood by developing new instructional tennis and pickleball courts and a gathering area. Residents of all ages and income levels would have access to high-quality, affordable, and safe recreational uses with the development of the Proposed Project as it would be open to the public without fees when not being used by SMC for instructional purposes. The tennis and pickleball courts would be fenced and there would be ample lighting on-site. Therefore, the Proposed Project would promote and not conflict with this Goal.
Goal CE12: Support the SMMUSD and Santa Monica College capital planning and implementation in recognition of their important role in the City.	No Conflict. The Project Site borders the Santa Monica College Bundy Campus to the north. The Proposed Project includes development of instructional tennis and pickleball courts and a gathering area to serve the needs of SMC students and the general public when not in use by the College. As such, the Proposed Project would support the SMMUSD and SMC by providing additional recreational facilities as well as a social gathering space. Therefore, the Proposed Project would promote and not conflict with this Goal.
Goal CE13: Maximize the community benefit of educational and City facilities through coordinated planning and shared use.	No Conflict. The Proposed Project is a shared use opportunity between SMC and the City. Local residents would have access to the proposed instructional tennis and pickleball courts when not in use by the College. The coordinated facility development of the Proposed Project would provide mutual benefits to the College and City. Therefore, the Proposed Project would promote and not conflict with this Goal.
<i>Source: City of Santa Monica, Planning and Community Development Department, Santa Monica Land Use and Circulation Element, May, 2023; and Parker Environmental Consultants, 2023.</i>	

Based on the discussions in Tables 2.1 and 2.2, above, the Proposed Project would be consistent with the applicable Goals and Policies of the LUCE. As such, impacts related to the consistency with the applicable land use and planning policies in the LUCE would be less than significant.

Santa Monica College Career and Educational Facilities Master Plan 2010 Update (Master Plan)

The Master Plan is a living document that provides the long range planning framework for Santa Monica College and flexibility to accommodate changes in future conditions. The Master Plan 2010 Update incorporates an understanding of SMC, projects' future needs and provides for an approach to implementation. It is an update of the 1998 Master Plan which identified the guiding principles and parameters for future development. The guiding principles describe intent, action, or desired character of the future environment and have served to establish a program and direction for arranging the key design elements on the site and providing framework to evaluate design solutions. Table 2.3, below, demonstrates the Proposed Project's compliance with the applicable Guiding Principles of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update.

Table 2.3
Project Consistency Analysis with Applicable Guiding Principles of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update

Guiding Principle	Project Consistency Analysis
Land Use	
Organize campus with zones of development. <ul style="list-style-type: none"> Commercial, recreational, academic, student activity zone 	No Conflict. The Proposed Project would provide an additional recreational zone to serve the needs of SMC students by developing instructional tennis and pickleball courts and a gathering area. The Proposed Project would also provide a social gathering space, two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Therefore, the Proposed Project would promote and not conflict with this Guiding Principle.
Open Space	
Ensure a variety of open space sizes and uses.	No Conflict. The Proposed Project would provide additional amenities and open space by developing instructional tennis and pickleball courts to serve the needs of SMC students and the general public when not in use by the College. The Proposed Project would ensure a variety of open space sizes and uses as there are no other such courts in the vicinity. The Proposed Project would also include a social gathering area which would expand the amount of open space in the area. The Proposed Project would also provide two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Therefore, the Proposed Project would promote and not conflict with this Guiding Principle.
College as a Community Resource	
Recognize the community of users.	No Conflict. The Project Site borders the Santa Monica College Bundy Campus to the north and is located within walking and bicycling distance of the Sunset Park neighborhood. The Proposed Project would provide convenient and safe recreational facilities in the neighborhood by developing new tennis and pickleball courts and a gathering area. SMC students and residents of all ages and income levels would have access to high-quality, affordable, and safe recreational uses with the development of the Proposed Project as it would be open to the public without fees when not being used by SMC for instructional purposes. Therefore, the Proposed Project

	would promote and not conflict with this Guiding Principle.
Create more visible and accessible public amenities.	No Conflict. The Proposed Project would create more visible and accessible public amenities by developing instructional tennis and pickleball courts to serve the needs of SMC students and the general public when not in use by the College. The Proposed Project would serve to provide additional amenities and open space to SMC students and to the local residents as there are no other such courts in the vicinity. The Proposed Project would also include a social gathering area which would expand the amount of open space in the area. The Proposed Project would also provide two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Therefore, the Proposed Project would promote and not conflict with this Guiding Principle.
Integrate the college into the community.	No Conflict. The Proposed Project is a shared use opportunity between SMC and the City, which would promote integration of the college into the community. Local residents would have access to the proposed instructional tennis and pickleball courts when not in use by SMC. The coordinated facility development of the Proposed Project would provide mutual benefits to the College and City. Therefore, the Proposed Project would promote and not conflict with this Guiding Principle.
<i>Source: Santa Monica College, Santa Monica College Career and Educational Facilities Master Plan 2010 Update (Draft), April, 2010; and Parker Environmental Consultants, 2024.</i>	

Based on the discussion in Table 2.3, above, the Proposed Project would be consistent with the applicable Guiding Principles of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update. As such, impacts related to the consistency with the applicable land use and planning policies would be less than significant.

Santa Monica Airport Influence Area

The Project Site is located within the Santa Monica Airport Influence Area. The Santa Monica Airport is within the Los Angeles County Airport Land Use Plan. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the county. The purpose of the law is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. The ALUC is also concerned with airport activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations. Specifically, the ALUC is required to prepare and adopt a Comprehensive Land Use Plan (CLUP), review and make recommendations concerning certain projects within the ALUC planning boundaries, and review and make recommendations on regulations of local agencies. Though given the authority to review and make recommendations, the ALUC does not have jurisdiction over airport operations.

Recommendations made by the ALUC are advisory to local jurisdictions, not mandatory.³ The Project Site is not located within the Runway Protection Zone nor is it located within the Noise Contour boundaries. As such, impacts related to the consistency with the Santa Monica Airport Influence Area would be less than significant.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

As shown in Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, the Project Site is located in an urbanized area of the City of Santa Monica and is entirely surrounded by qualified urban land uses⁴, including the Santa Monica Airport and Santa Monica College's Bundy Campus. The Project Site encompasses one parcel, and is identified by the following County of Los Angeles APN: 4272-026-902. The Project Site encompasses approximately 2.4 acres of lot area. The Project Site is surrounded by a restaurant, the Airport Park, the Santa Monica College Bundy Campus, and associated surface parking lots. Therefore, the Project Site is located within the City limits, is less than five acres and is surrounded by urban uses.

c) The Project Site has no value as habitat for endangered, rare or threatened species.

The Project Site is located in a highly urbanized area within the City of Santa Monica. As shown in Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, the Project Site and the surrounding area are fully developed with urban infrastructure and small built neighborhood recreation parks supporting the City of Santa Monica's residents. The Project Site and surrounding area do not contain any significant areas of natural open space or areas of significant biological resource value. The Project Site itself is developed with established office uses and surface parking. Vegetation on the Project Site is limited to ornamental grass, shrubs and trees planted around the existing buildings and surface parking areas. No natural vegetation or native habitat exists on the Project Site.

According to the U.S. Fish and Wildlife Service (USFWS) Threatened & Endangered Species Active Critical Habitat Report, no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the USFWS have been recorded or exist on the Project Site. Additionally, the USFWS's IPaC database identified two threatened bird species (Coastal California Gnatcatcher and Western Snowy Plover) that occur within the broader project locale, but indicated that the Project Site does not overlap the critical habitat. There is one identified candidate insect species (Monarch Butterfly) within the broader project locale, but no critical habitat has been designated for this species. Additionally, there is one endangered flowering plant species that has been identified (Gambel's Watercress). No critical habitat has been designated for Gambel's Watercress (see Attachment 3 to this Categorical Exemption). As all vegetation on the Project Site is limited to ornamental

³ *Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, December 19, 1991.*

⁴ *California Code, PRC 21072 defines a "qualified urban use" as any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.*

shrubs, turf and trees planted around the existing office building and surface parking lots, no native vegetation or endangered habitat exists on the Project Site.

The Proposed Project would not result in the removal of any protected tree species or native habitat. While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of any tree has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (*Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20*) and Section 3503 of the California Department of Fish and Game Code. In compliance with these regulatory requirements, the Proposed Project would avoid tree removal activities during the breeding season and/or follow other regulatory guidelines to ensure that the trees proposed for removal are not occupied by nesting birds. Therefore, the Project Site has no value as habitat for endangered, rare, or threatened species, and the Proposed Project would have no impact on any sensitive species or habitat.

d) Approval of the Proposed Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic/Transportation

Transportation Assessment Screening Criteria

In June 2020 the City of Santa Monica adopted new screening criteria and significance thresholds pursuant to Section 15064.3 of the CEQA Guidelines, which shifted the performance metric for evaluating transportation impacts under CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City.

Screening Criteria for VMT Analysis

As a first step in the transportation review of projects, the City has adopted screening criteria that can be used to “screen” out projects from VMT analysis. Projects meeting the VMT screening criteria are deemed to have a less than significant impact and no further VMT analysis would be necessary. The tier screening criteria are provided as follows:

- 200 residential dwelling units or less
- 100% affordable housing
- 50,000 sf or less of commercial floor area by land use type
- New construction of educational facilities/institutions (such as increased classrooms, gym/recreational space, and other supportive areas) provided that there would be no student enrollment increase or if student enrollment is increased, 75% of the student body comes from within 2.0 miles of the school
- Expansions of civic/government use (such as fire and police stations) and utility facilities less than 50,000 sf or replacement of such uses/facilities (in same or another location) to serve the community
- Local serving Parks and Recreational facilities, as determined by City Staff

The Proposed Project consists of the demolition of one office building and three ancillary storage buildings for the new construction and operation of six outdoor instructional tennis and pickleball courts and one warm up court. The Proposed Project would also provide 42 vehicle parking spaces, two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. The Proposed Project would be considered new construction of educational facilities and/or a local serving park and recreational facility. Therefore, neither a Transportation Assessment nor other further analysis of transportation impacts is required for the Proposed Project. As such, operational transportation impacts would be less than significant with respect to VMT.

Geometric Design Feature or Incompatible Use Hazards

The Proposed Project would continue to provide one existing vehicle driveway along the southern property line from Airport Avenue, and one driveway from the north side of College Drive, and would not introduce new driveways along the Airport Avenue or College Drive street frontage. The Proposed Project would maintain the internal drive aisles. Thus, the Proposed Project is considered not to have a significant impact, as it would not lead to a substantial increase in hazards due to a geometric design feature or incompatible use.

Emergency Access

Construction Impacts

Development on the Project Site is not anticipated to require temporary and/or partial street closures due to construction activities. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Further, the Proposed Project would be developed in a manner that satisfies the emergency response requirements of the Santa Monica Fire Department (SMFD). There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Accordingly, any temporary construction traffic impacts would be less than significant.

Operational Impacts

The operation of the Proposed Project would satisfy the emergency response requirements of the SMFD. There are no hazardous design features included in the proposed vehicular design or site plan for the Proposed Project that could impede emergency access. The Proposed Project does not propose the permanent closure of any local public streets, and primary access to the Project Site would continue to be provided from Airport Avenue. There would be no change to the southerly driveway connecting the easterly surface parking lot to the Bundy Campus. As such, the Proposed Project would not adversely affect emergency access.

Noise

Construction Noise Impacts

For purposes of determining the Proposed Project's construction noise impacts, a significant impact would occur if the Proposed Project is not in compliance with the City's Noise Ordinance (SMMC Chapter 4.12). SMMC Section 4.12.050 establishes noise standards for construction, which vary based on the zone in which a project site is located. As discussed further below, the Project Site is located in Noise Zone II. In accordance with SMMC Section 4.12.110, project construction activities would be permitted to occur only between 8 a.m. and 6 p.m. on Monday through Friday, and 9 a.m. to 5 p.m. on Saturday. No construction activities are permitted on Sundays. In accordance with SMMC Section 4.12.110, this analysis addresses whether construction activities would exceed the noise standards specified in Section 4.12.060, for the noise zone where the measurement is taken, plus twenty dBA.

For purposes of evaluating the Proposed Project's construction and operational noise impacts, the following regulatory compliance measures and construction project design features would be incorporated into the Proposed Project's construction activities. These features and control measures are consistent with the noise management procedures and regulations of the SMMC and Noise Element of the General Plan.

Santa Monica Municipal Code

The SMMC and the City's Noise Ordinance (SMMC Section 4.12) contain a number of regulations that would apply to the Proposed Project's temporary construction activities and long-term operations.

Section 4.12.050 – Designated Noise Zones

Noise Zone I. All property in a residential district established by Santa Monica Municipal Code Section 9.02.010(B)(1) or any revisions thereto; except, however, the Santa Monica Pier shall be excluded from this noise zone.

Noise Zone II. All property in a nonresidential district established by Santa Monica Municipal Code Section 9.02.010(B)(2) or any revisions thereto; except, however, the industrial conservation district shall be excluded from this noise zone and the Santa Monica Pier shall be included in this noise zone.

Noise Zone III. All property in the industrial conservation district as established by Santa Monica Municipal Code Section 9.02.010(A). (Added by Ord. No. 2115CCS § 1, adopted 2/24/04; amended by Ord. No. 2679CCS § 3, adopted 8/24/21).

Section 4.12.060 – Exterior Noise Standards

(a) The following noise standards, unless otherwise specifically indicated, shall apply to all property with a designated noise zone during the times indicated:

Noise Zone	Time Interval	Allowable L_{eq}	
		15-minute continuous measurement period	5-minute continuous measurement period
I	Monday – Friday 10 p.m. to 7 a.m.	50 dBA	55 dBA
	7 a.m. to 10 p.m.	60 dBA	65 dBA
	Saturday and Sunday 10 p.m. to 8 a.m.	50 dBA	55 dBA
	8 a.m. to 10 p.m.	60 dBA	65 dBA
II	All days of week 10 p.m. to 7 a.m.	60 dBA	65 dBA
	7 a.m. to 10 p.m.	65 dBA	70 dBA
III	Anytime	70 dBA	75 dBA

(b) For each Noise Zone, the allowable exterior equivalent noise level shall be reduced by five dBA for impulsive or simple tone noise, or for noises consisting of speech or music. If the ambient noise level exceeds the allowable exterior noise level standard, the ambient noise level shall be the standard.

(c) Except as provided for in this Chapter, no person shall at any location within the City create any noise or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes:

(1) The equivalent noise level to exceed the noise standards established in subsection (a) of this Section for the noise zone where the measurement is taken; or

(2) A maximum instantaneous A-weighted, slow sound pressure level to exceed the decibel limits established in subsection (a) of this Section for the noise zone where the measurement is taken plus twenty dBA for any period of time.

(d) If any portion of a parcel is located within one hundred feet of a noise zone with higher noise standards as compared to the noise standards for the noise zone in which the parcel is located, then the maximum allowable exterior equivalent noise level for the entire parcel shall be the average of the noise standards of the two noise zones. However, any noise level measurement must be taken at least twenty-five feet from the parcel line of the source of the noise.

(e) Construction activity shall be subject to the noise standards set forth in Section 4.12.110.

Section 4.12.070 – Vibration

Notwithstanding other Sections of this Chapter, it shall be unlawful for any person to create, maintain or cause any ground vibration that is perceptible without instruments at any point on any property. For the purpose of this Chapter, the perception threshold shall be presumed to be more than 0.05 inches per second RMS velocity. The vibration caused by construction activity, moving vehicles, trains, and aircraft shall be exempt from this Section. (Added by Ord. No. 2115CCS § 1 (part), adopted 2/24/04).

Section 4.12.110 – Restrictions on Demolition, Excavation, Grading, Spray Painting, Construction, Maintenance or Repair of Buildings

(a) No person shall engage in any construction activity during the following times anywhere in the City:

- (1) Before 8 a.m. or after 6 p.m. on Monday through Friday, except that construction activities conducted by employees of the City of Santa Monica or public utilities while conducting duties associated with their employment shall not occur before 7 a.m. or after 6 p.m. on Monday through Friday;
- (2) Before 9 a.m. or after 5 p.m. on Saturday;
- (3) All day on Sunday;
- (4) All day on New Year's Day, Martin Luther King's Birthday, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, as those days have been established by the United States of America.

(b) Except as set forth in subsection (d) of this Section, the noise created by construction activity shall not cause:

- (1) The equivalent noise level to exceed the noise standards specified in Section 4.12.060 of this Chapter, for the noise zone where the measurement is taken, plus 20 dBA, or
- (2) A maximum instantaneous A-weighted, slow sound pressure level to exceed the decibel limits specified in Section 4.12.060 of this Chapter for the noise zone where the measurement is taken plus 40 dBA, for any period of time.

(c) Prior to the issuance of a building permit, all development projects located within five hundred feet of any residential development or other noise sensitive land uses must submit a list of equipment and activities required during construction. In particular, this list shall include the following:

- (1) Construction equipment to be used, such as pile drivers, jackhammers, pavement breakers or similar equipment;
- (2) Construction activities such as 24-hour pumping, excavation or demolition;

(3) A list of measures that will be implemented to minimize noise impacts on nearby residential uses;

(d) Any construction that exceeds the noise levels established in subsection (b) of this Section shall occur between the hours of 10 a.m. and 3 p.m., Monday through Friday.

(e) A permit may be issued authorizing construction activity during the times prohibited by this Section whenever it is found to be in the public interest. The person obtaining the permit shall provide notification to persons occupying property within a perimeter of five hundred feet of the site of the proposed construction activity prior to commencing work pursuant to the permit. The form of the notification shall be approved by the City and contain procedures for the submission of comments prior to the approval of the permit. Applications for such permit shall be in writing, shall be accompanied by an application fee and shall set forth in detail facts showing that the public interest will be served by the issuance of such permit. Applications shall be made to the Building Officer. No permit shall be issued unless the application is first approved by the Director of Environmental and Public Works Management, the Building Officer, the Chief of Police and the Director of Planning and Community Development. The City Council shall establish by resolution fees for the filing and processing of the application required by this subsection (e) and any required compliance monitoring. This fee may be revised from time to time by resolution of the City Council. (Added by Ord. No. 2115CCS § 1 (part), adopted 2/24/04).

Section 4.12.120 – Posting of Construction Signs

(a) There shall be displayed at every site covered by this Chapter where work activities requiring a City permit are being conducted, a sign in English and Spanish reading substantially as follows: “Attention All Employees and Subcontractors. Santa Monica construction/demolition work times are: Monday through Friday, 8:00 a.m. until 6:00 p.m.; Saturday 9:00 a.m. until 5:00 p.m.; Sundays and holidays, no work permitted.” In addition, the sign shall indicate the City telephone numbers where violations of this Section can be reported, the location of the job site, and the permit number issued authorizing the work.

(b) Signs required by this Section shall be continually placed prominently at the primary entrance to the work site so that they are clearly visible to the public and to all employees, contractors, subcontractors and all other persons performing work at the site, so long as activity covered by this Section is occurring.

(c) Each sign required to be displayed pursuant to this Section shall be obtained from the Building and Safety Division. The Building and Safety Division shall charge for each sign a fee equal to the City’s cost of printing the sign.

(d) Each Department or agency of the City that is required to inspect the work site is directed only to inspect sites that comply with this Section.

(e) This Section shall apply to construction pursuant to any building permit issued after the effective date of the ordinance codified in this Chapter. (Added by Ord. No. 2115CCS § 1 (part), adopted 2/24/04)

Noise Impacts

A summary of the construction and operational noise impacts is discussed below. Calculation worksheets are provided in Attachment 1 of this Categorical Exemption. With respect to demonstrating compliance with SMMC Sections 4.12.060 and 4.12.110, Table 2.4, below, provides the estimated construction noise levels at the nearby sensitive receptors based on anticipated construction equipment noise levels estimated by the U.S. Department of Transportation, Federal Highway Administration, Roadway Construction Noise Model (FHWA) Roadway Construction Noise Model (RCNM), Version 1.1 and distance attenuation.

Construction Noise

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading, and paving. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. Table 2.4 identifies the representative noise levels for the two loudest types of construction equipment anticipated to be used for the Proposed Project,⁵ including estimated usage factors found in the FHWA Roadway Construction Noise Model. The noise levels listed in Table 2.4, below, represent the A-weighted maximum sound level (L_{max}), measured at a distance of 50 feet from the construction equipment.

It should be noted that not all construction noise equipment would be utilized concurrently during each phase and the location and spacing of heavy construction equipment and machinery would vary over the course of construction. Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). Because the precise numbers and locations of equipment operating at the same time are not known, this analysis follows the recommended procedures contained in the FTA's Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment. Pursuant to these procedures, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.

⁵ *Based on the construction equipment identified in the CalEEMod worksheets for the air quality and greenhouse gas emissions models presented in Attachment 4 of this Categorical Exemption.*

Table 2.4
Noise Data for Selected Construction Equipment

Construction Phases	Two Loudest Construction Equipment per Phase	Estimated Usage Factor %	Actual Measures Noise Level at 50 Feet (dBA L_{max})
Demolition/Site Clearing	Concrete/Industrial Saws (1)	20	90
	Tractor/Loader/Backhoe (1)	40	84
Grading	Grader (1)	40	85
	Tractor/Loader/Backhoe (1)	40	84
Paving	Roller (1)	20	80
	Tractor/Loader/Backhoe (1)	40	84
<p><i>Note:</i> Pursuant to the procedures from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor. Source: FHWA, <u>Roadway Construction Noise Model, Construction Noise Prediction</u>, (at Table 1 CA/T Equipment noise emissions and acoustical usage factors database, January 2006.</p>			

As noted above, the Proposed Project would comply with the regulations of the SMMC and the City's Noise Ordinance (SMMC Section 4.12) listed above that would apply to the Proposed Project's temporary construction activities.

Sensitive receptors identified within 500 feet of the Project Site include:

- 1) Santa Monica College Bundy Campus (135 feet)
- 2) Residential buildings south of the Bundy Campus, fronting Stanwood Place (360 feet)
- 3) Residential buildings east of the Project Site, fronting Bundy Drive (370 feet)

As shown in Table 2.5, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, the exterior noise levels would range from 60.5 dBA to 76.2 dBA. As such, construction noise levels would not exceed the Exterior Noise Standards outlined in SMMC 4.12.060 plus 20-dBA. As such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

Table 2.5
Estimated Exterior Construction Noise Levels at Nearest Sensitive Receptors

ID ¹	Exterior Noise ² (dBA L _{eq})	Noise Level Impact (dBA L _{eq}) by Phase ³			Maximum Construction Noise Level	Construction Noise Threshold ⁴ (dBA L _{eq})	Significant Noise Impact? (Yes/No)
		Demolition	Grading	Paving			
1	65	76.2	73.5	74.9	76.2	85	No
2	60	65.5	62.9	64.3	65.5	80	No
3	60	63.1	60.5	61.9	63.1	80	No
Notes: ¹ ID refers to the sensitive receptor locations identified in Figure 6, Noise Sensitive Receptor Location Map. ² Exterior noise levels are based on the Exterior Noise Standards in SMMC 4.12.060 for Zone I and Zone II receptors. ³ Calculations based on the loudest two pieces of heavy construction equipment specific to each phase. ⁴ Construction noise threshold based on SMMC 4.12.110 (b)(1) in which construction noise shall not exceed the Exterior Noise Standards outlined in SMMC 4.12.060 plus 20-dBA. Source: Parker Environmental Consultants, 2023 (see Attachment 1, Noise Calculations Worksheets).							

Operation

Roadway Noise

With respect to traffic noise impacts, in order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3-dBA increase in ambient noise to occur. Based on the VMT Screening, the Proposed Project would not result in VMT impacts. The amount of on-site traffic and parking demand associated with seven recreational tennis and pickleball courts would be far less than what is currently generated by the existing office use. The Project Site currently has a total of 79 parking spaces within the surface parking lots to accommodate the existing office use. With development of the Proposed Project, a total of 42 vehicle parking spaces would be provided, resulting in a reduced number of parking spaces. Therefore, implementation of the Proposed Project would not double the amount of peak hour traffic volumes along any of the nearby roadway segments or intersections. As such, mobile source noise from the Proposed Project would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

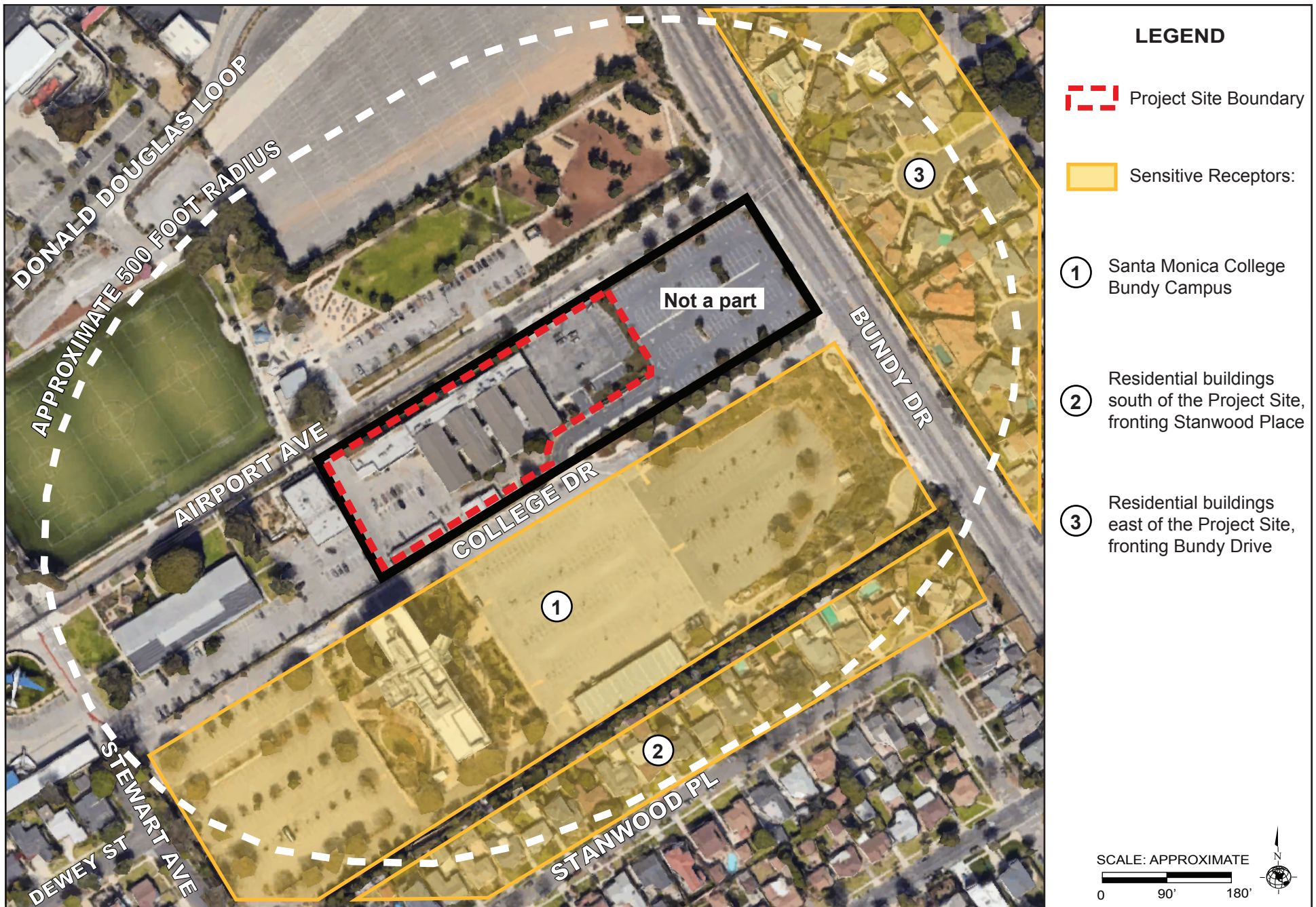


Figure 6
Noise Sensitive Receptor Location Map

Outdoor Noise

Sources of operational noise from the Proposed Project would include the use of the tennis and pickleball courts. Use of the tennis and pickleball courts would be intermittent throughout the day, as the operational hours would be between 8:00 a.m. and 10:00 p.m. daily. Access to the tennis and pickleball courts would be secured with perimeter fencing and lockable entrance gates controlled by Santa Monica College. Public access to the tennis and pickleball courts would be prohibited between 10:00 p.m. and 8:00 a.m. The noise generated by the use of the courts would be consistent with other recreational activities occurring at the adjacent Airport Park. The Project Site is adjacent to the Airport Park, which is a compatible outdoor recreational land use with an existing soccer field, playground, and dog park. Accordingly, noise from the Proposed Project's tennis and pickleball courts would be consistent with noise generated by children and adults recreating at the public park. Any increase in noise levels would likely be indistinguishable from noise generated at the public park. Thus, the proposed outdoor play area is a consistent land use and would not generate significant noise impacts due to unusual circumstances.

Air Quality

Construction Emissions

With respect to air quality during the construction phases, the Proposed Project would be required to comply with all applicable City, regional, state, and federal regulatory compliance measures from agencies including, but not limited to, the City of Santa Monica, the Southern California Air Quality Management District (SCAQMD), and the California Code of Regulations. As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.13*), as recommended by the SCAQMD. Table 2.6, below, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction.

This analysis assumes a Project construction schedule of approximately six months, with final buildout occurring in 2024. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) demolition/site clearing, (2) grading, and (3) paving and installation of fencing, nets, lighting, water fountains, and other associated fixtures. The Proposed Project would require up to 64 tons of demolition debris before source reduction and recycling efforts and 1,000 cubic yards of soil export to be hauled off-site, using haul trucks with a 14 cy capacity.

As shown in Table 2.6, below, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD Rule 403 – Fugitive Dust.

Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to

remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, covering loose material on haul vehicles, and maintaining effective cover over exposed areas. As such, construction-related emissions associated with the Proposed Project are not expected to exceed significance thresholds for criteria pollutants and hazardous substances. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary constructed-related air quality impacts related to criteria pollutants and hazardous substances would be considered less than significant.

Table 2.6
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2024	1.76	20.0	17.6	0.05	4.61	2.35
SCAQMD Daily Significance Thresholds:	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. The interface on CalEEMod (Version 2022.1.1.13) lists these rules under the “Mitigation” tab, when they are actually required rules by the SCAQMD. The term “Mitigation” in CalEEMod is defined differently than “Mitigation Measures” in this Categorical Exemption. The model does not allow for these regulatory measures to be implemented in the “unmitigated project” impact scenario. As such, the values that appear under the “Mitigated” results columns are reflective of the Modified Project impacts that are compliant with required regulations. Source: CalEEMod 2022.1.1.13, Calculation sheets are provided in Attachment 2 to this Categorical Exemption.</i>						

Localized Construction Emissions

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor areas (SRA). For PM₁₀, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For PM_{2.5}, the LSTs were derived based on a general ratio of PM_{2.5} to PM₁₀ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD’s 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 2, which includes the “Northwest Los Angeles County Coastal” area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the Airport Park and the Santa Monica College Bundy Campus, both of which are located within 500-feet of the Project Site. Given the proximity of these sensitive receptors to the

Project Site, and pursuant to SCAQMD guidance, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table 2.7, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a Project Site of one acre in SRA 2. Therefore, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

Table 2.7
Localized On-Site Peak Daily Construction Emissions

Construction Phase ^a	Total On-site Emissions (Pounds per Day)			
	NO _x ^b	CO	PM ₁₀	PM _{2.5}
Demolition/Site Clearing	15.6	16.0	0.67	0.62
Grading	15.9	15.4	0.74	0.68
Paving/Fixture Installation	4.90	6.53	0.23	0.21
SCAQMD Localized Thresholds ^c	103	562	4	3
Potentially Significant Impact?	No	No	No	No
Notes: ^a The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 2 for a Project Site of one acre. ^b The localized thresholds listed for NO _x in this table takes into consideration the gradual conversion of NO _x to NO ₂ , and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO _x emissions is focused on NO ₂ levels as they are associated with adverse health effects. ^c SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K. Source: CalEEMod 2022.1.1.13, Calculation sheets are provided in Attachment 2 to this Categorical Exemption.				

Operational Emissions

Existing Emissions

The Project Site is currently developed with one office building and three ancillary storage buildings. The existing uses generate air pollutant emissions from space sources, such as space and water heating, architectural coatings (paint), and mobile sources such as motor vehicle traffic travelling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing CalEEMod. As shown in Table 2.8, mobile sources are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table 2.8
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Mobile Sources	1.21	0.96	10.5	0.02	1.92	0.50
Area Sources	1.02	0.01	1.42	<0.005	<0.005	<0.005
Energy Sources	0.01	0.22	0.19	<0.005	0.02	0.02
Total Emissions	2.23	1.19	12.1	0.02	1.94	0.52
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	1.19	1.05	9.69	0.02	1.92	0.50
Area Sources	0.78	-	-	-	-	-
Energy Sources	0.01	0.22	0.19	<0.005	0.02	0.02
Total Emissions	1.98	1.27	9.88	0.02	1.94	0.52
<i>Note: Calculation worksheets are provided in Attachment 2 to this Categorical Exemption. Parker Environmental Consultants 2023.</i>						

Proposed Project Emissions

Implementation of the Proposed Project would decrease the amount of mobile source, area, and energy emissions associated with landscape maintenance activities and vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod. The results of these calculations are presented in Table 2.9, Proposed Project Estimated Daily Regional Operational Emissions, below. As shown in Table 2.9, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Greenhouse Gas Emissions

Article 19 of the State's CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality..." There are no requirements to making findings about a project's effects on GHG emissions. As such, the following analysis of GHG emissions is provided for informational purposes only.

Table 2.9
Proposed Project Estimated Daily Regional Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Mobile Sources	0.01	0.01	0.13	<0.005	0.03	0.01
Area Sources	0.01	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Total Project Emissions:	0.02	0.01	0.13	<0.005	0.03	0.01
<i>Less Existing Emissions:</i>	<i>(2.23)</i>	<i>(1.19)</i>	<i>(12.1)</i>	<i>(0.02)</i>	<i>(1.94)</i>	<i>(0.52)</i>
NET Project Site Emissions:	-2.21	-1.18	-11.97	-0.02	-1.91	-0.51
SCAQMD Thresholds	55	55	550	150	150	55
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	0.01	0.01	0.12	<0.005	0.00	0.00
Area Sources	0.00	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Total Project Emissions:	0.01	0.01	0.12	<0.005	0.00	0.00
<i>Less Existing Emissions:</i>	<i>(1.98)</i>	<i>(1.27)</i>	<i>(9.88)</i>	<i>(0.02)</i>	<i>(1.94)</i>	<i>(0.52)</i>
NET Project Site Emissions:	-1.97	-1.26	-9.76	-0.02	-1.94	-0.52
SCAQMD Thresholds	55	55	550	150	150	55
Potentially Significant Impact?	No	No	No	No	No	No
<i>Source: CalEEMod 2022.1.1.13, Calculation worksheets are provided in Attachment 2.</i>						

Neither the City of Santa Monica, SCAQMD, nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing an institutional project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Santa Monica does not have an adopted quantitative threshold of significance for a project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

Consistent with Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. As such, this analysis relies on the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Construction

Greenhouse gas (GHG) emissions were calculated using CalEEMod (*Version 2022.1.1.13*). Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Emissions of GHGs were calculated for each year of construction of the Proposed Project and the results of this analysis are presented in Table 2.10, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 2.10, the total GHG emissions from construction activities related to the Proposed Project would be approximately 145 metric tons occurring in 2024. Total Construction Greenhouse Gas Emissions are amortized over the 30 year life of the Project and added to the total operational impacts.

Table 2.10
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO ₂ e Emissions (Metric Tons per Year) ^a
2024	145
Total Construction GHG Emissions:	145
^a Construction CO ₂ values were derived using CalEEMod Version 2022.1.1.13. Calculation data and results are provided in Attachment 2. Source: Parker Environmental Consultants, 2023.	

Operation

Baseline GHG Emissions

The existing Project Site is currently developed with one office building, three ancillary storage buildings, and associated surface parking lots that serve as the existing conditions baseline. The operation of the commercial uses generates GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 2.11, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing commercial uses on the Project Site. As shown in Table 2.11, the existing operations on the Project Site generate approximately 491.67 CO₂eMTY.

Table 2.11
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO₂e Emissions (Metric Tons per Year) ^a
Mobile (Motor Vehicles)	279
Area	0.67
Energy	185
Water	17.5
Waste	9.50
Total	491.67
^a Greenhouse gas emissions were estimated using CalEEMod Version 2022.1.1.13. Calculation data and results provided in Attachment 2 to this Categorical Exemption. Source: Parker Environmental Consultants, 2023.	

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated using CalEEMod. As shown in Table 2.12, below, the net decrease in GHG emissions generated by the Proposed Project would result in a net decrease of approximately 400.23 CO₂e MTY, which is well below the 3,000 MTCO₂e per year threshold of significance considered by the SCAQMD.

Table 2.12
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO₂e Emissions (Metric Tons per Year)
Mobile (Motor Vehicles)	30.20
Area	0.00
Energy	55.80
Water	0.29
Waste	0.32
Construction Emissions ^a	4.83
Proposed Project Total:	91.44
<i>Less Existing Emissions:</i>	<i>(491.67)</i>
Net Total GHG Emissions:	(-400.23)
Notes: ^a The total construction GHG emissions were amortized over 30 years and added to the operation of the Proposed Project. Calculation data and results provided in Attachment 2 to this Categorical Exemption. Source: Parker Environmental Consultants, 2023.	

Plan Consistency

As a neighborhood serving infill recreational project, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, SCAG's RTP/SCS, CARB's Scoping Plan, the City of Santa Monica Climate Action and Adaptation Plan, and the Santa Monica Sustainable City Plan.

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Proposed Project's consistency with the SCS is provided further below.

Consistency with the 2022 Scoping Plan

Jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas). A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

VMT Reduction. The Proposed Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Proposed Project would result in a net decrease in automobile traffic to the Project Site. Thus, these Proposed Project characteristics would result in a reduction in VMT, which would overall reduce GHG emissions.

The Proposed Project would replace office uses with a neighborhood serving recreational land use. As such, the Project would promote a reduction in GHG emissions, which would be consistent with the goals of 2022 Scoping Plan.

Consistency with Connect SoCal (2020 RTP/SCS)

The Proposed Project is consistent with the following key GHG reduction strategies in SCAG's Connect SoCal (2020 RTP/SCS), which are based on changing the region's land use and travel

patterns; focusing growth near destinations and mobility options; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a green region.

The Proposed Project represents an infill development within an existing urbanized area that would provide new neighborhood serving recreational uses. The Proposed Project would provide tennis and pickleball courts to meet the needs of the community and SMC student body. The development of the tennis and pickleball courts immediately adjacent to the Bundy Campus and the SMC Airport Park would promote opportunities for walking and biking which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's Connect SoCal Plan.

Consistency with the City of Santa Monica Climate Action and Adaptation Plan

The new Climate Action and Adaptation Plan (CAAP) was established in May 2019 to achieve carbon neutrality by 2050, as well as to develop measures to adapt and prepare for unavoidable climate change impacts. The CAAP establishes an interim goal of reducing carbon emissions 80% below 1990 levels by 2030 to build momentum to achieving carbon neutrality by 2050 or sooner. The CAAP focuses on eight objectives in three sectors: zero net carbon buildings, zero waste and sustainable mobility. The CAAP also lays out a framework for increasing Santa Monica's resilience to climate change through four sectors: Climate Ready Community, Water Self-Sufficiency, Coastal Flooding Preparedness and Low Carbon Food & Ecosystems. The CAAP is not a regulatory plan to be applied on a project by project basis. Rather, the City recognizes that GHG reduction goals cannot be achieved by individual projects alone, but instead requires a comprehensive Citywide approach that would include the enactment of future plans, changes to existing ordinances, and an integrated and sustainable approach to land use/transportation planning. The Proposed Project includes the development of seven instructional tennis and pickleball courts on an infill site that currently contains one office building, three ancillary storage buildings, and associated surface parking lots. The Proposed Project would provide additional open space and recreational uses with the demolition of the existing office uses.

Consistency with the Santa Monica Sustainable City Plan

The Santa Monica City Council initially adopted the Santa Monica Sustainable City Plan (Sustainability Plan) in September 1994, with updates occurring three times, most recently in January 2014. The Sustainable City Plan includes goals and strategies for the City and community to conserve and enhance local resources, safeguard human health and the environment, maintain a healthy and diverse economy, and improve the livability and quality of life for all community members in the City. To assess progress on meeting citywide goals, nine target areas were identified: resource conservation, environmental and public health, transportation, sustainability local economy, open space and land use, housing, community education and civic participation, human dignity, and arts and culture. For each target area, numerical indicators were developed to help the City achieve each goal by 2020. As mentioned above, the Proposed Project includes the development of seven tennis and pickleball courts on an infill site that currently contains one office building, three ancillary storage buildings, and associated surface parking lots. The

Proposed Project would provide additional open space and recreational uses with the demolition of the existing office uses.

As demonstrated above, the Proposed Project's characteristics and design features, coupled with compliance with mandatory regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, SCAG's RTP/SCS, CARB's 2022 Scoping Plan, the City of Santa Monica Climate Action and Adaptation Plan, and the Santa Monica Sustainable City Plan. Therefore, the Proposed Project's generation of GHG emissions would not conflict with any applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases.

Water Quality

Groundwater

Based on the Department of Toxic Substances Control EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Proposed Project would not exacerbate any hazardous conditions on the Project Site during construction that could affect groundwater conditions. Moreover, any hazardous materials utilized during construction would be used, stored, and disposed of in accordance with all applicable regulatory requirements, and would therefore not pose any potential impacts to groundwater or surface water quality. The Proposed Project, once operational, would not involve the use any hazardous materials. As such, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality during operation. As such, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions.

Stormwater

The Project Site is currently developed with one office building, three ancillary storage buildings, and associated surface parking lots with ornamental landscaping fronting Airport Avenue. Surface water runoff from the Project Site is directed to adjacent storm drains. With respect to water quality from stormwater, surface runoff leaving the Project Site is directed towards the intersection of Airport Avenue and Donald Douglas Loop, which contains a City of Santa Monica catch basin, a City of Santa Monica Manhole and a gravity main. As shown below in Figure 7, City of Santa Monica Storm Drain Network Map, the Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site.

The Project would comply with the City's Urban Runoff Pollution Ordinance, which would include appropriate on-site design measures to store and use (for non-potable purposes), infiltrate, or evapotranspire project-generated runoff during a 0.75-inch storm event or alternatively pay a fee. Additionally, SMMC Section 5.20 – Industrial Wastewater Control sets forth provisions to ensure that the highest and best use of publicly owned treatment facilities is for the collection, treatment, and disposal of domestic wastewater, and that the highest and best use of the storm drain system is for the collection and disposal of stormwater.

The Proposed Project would include minimal surface grading for the foundation of the tennis and pickleball courts and surface parking lots, as development of the Proposed Project is limited to surface renovations. However, the Proposed Project would comply with all Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction.

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

The Project Site can be adequately served by all required utilities and public services.

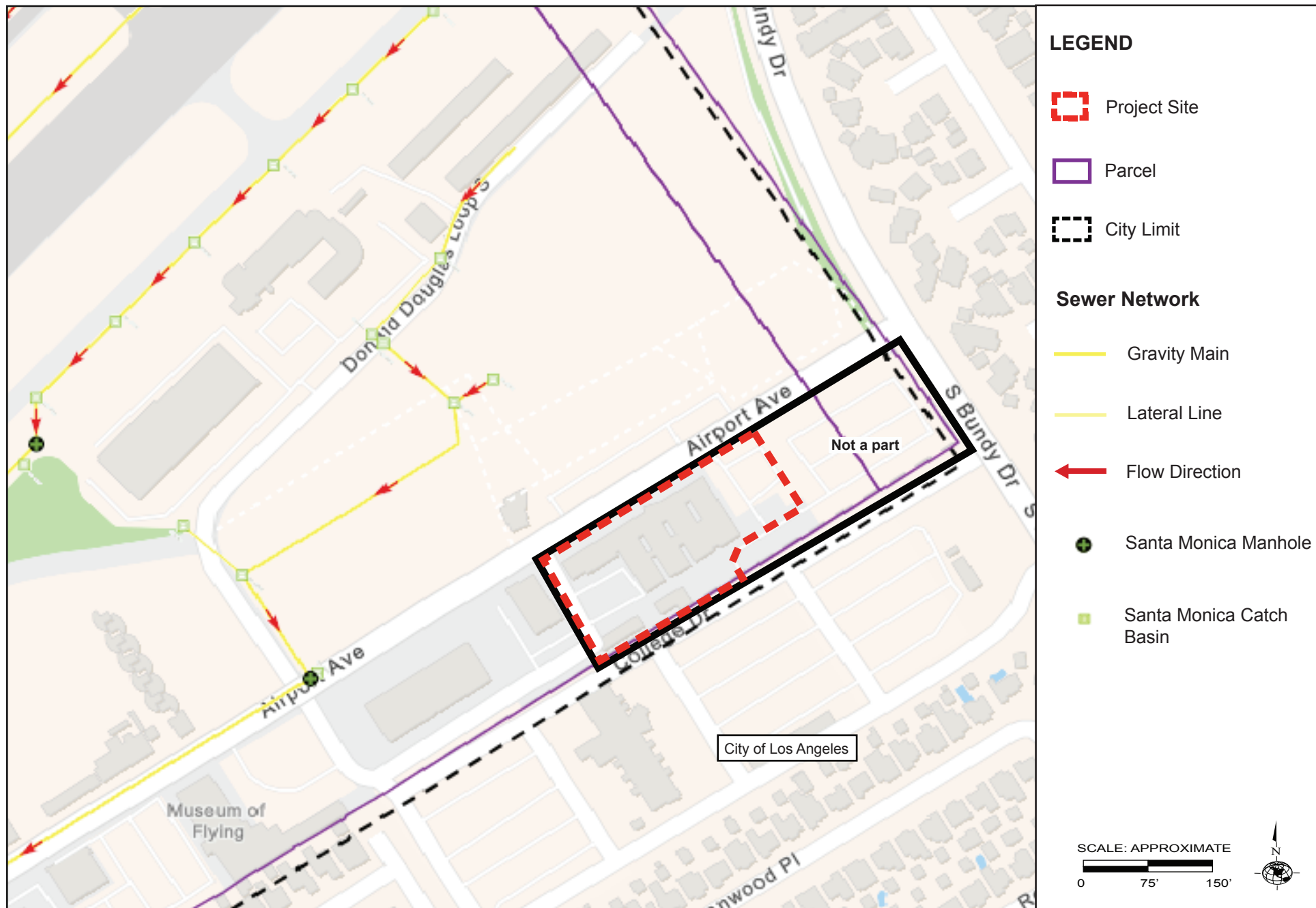
Water

The Project Site is located within the service area of the City of Santa Monica Resources Division for potable water service. Santa Monica has a diverse range of water supply sources, including local groundwater, imported water from the Metropolitan Water District of Southern California purchased to supplement local supplies, water saved through conservation efforts, and an alternative water supply of treated runoff and stormwater used for toilet flushing and irrigation. Santa Monica's future water supply will be even more diverse, and drought-resilient as the City works toward water self-sufficiency. One of the ways the City plans to achieve water self-sufficiency is by maximizing water-efficiency, local groundwater and alternate water supplies, including stormwater capture. The City will no longer need to import water to meet its needs.

According to the City of Santa Monica Sustainable Water Master Plan Update, traditionally, the City's water portfolio has been a combination of local groundwater and imported Northern California (State Water Project) and Colorado River water purchased from the Metropolitan Water District of Southern California (MWD). In recent years, the City also has implemented an innovative water conservation program to stretch local supplies and reduce the use of imported water. After completion of the Charnock Wellfield Restoration Project in 2010, the City was able to meet approximately 51 percent (~6,700 acre-feet per year [AFY]) of its water supply demand through local groundwater resources and reduce the purchase of water from MWD to approximately 48 percent (~6,400 AFY). The City plans to achieve water self-sufficiency by 2023.^{6,7}

⁶ City of Santa Monica, *Sustainable Water Master Plan Update*, December 2018.

⁷ City of Santa Monica, *Water Use, Water Self-Sufficiency by 2023*, website: <https://www.santamonica.gov/sustainable-city-plan/resource-conservation/water-use>, accessed January 2024.



Source: SaMoMAP, City of Santa Monica, Department of City Planning, 2023.

Figure 7
City of Santa Monica Storm Drain Network Map

The City's 2020 Urban Water Management Plan (UWMP) analyzes the reliability of the City's water resources to meet water demand for normal, single-dry and multiple-dry year scenarios through 2040, taking into account growth projected to occur under the City's Land Use and Circulation Element. The UWMP projects that the City would have adequate water supply to meet its demand, and in fact would have substantially more supply than demand, through at least the 2040 planning horizon of the UWMP. Additionally, the Proposed Project will not result in population or employment growth. Therefore, since the Proposed project is consistent with LUCE anticipated growth, adequate water supplies exist to serve the proposed project.

The Optimal Conservation Plan is expected to reduce the City's total water demand by approximately 20 percent even after factoring in demand increases associated with expected population growth through 2025. The recommended Optimal conservation plan will contribute approximately 3,100 AFY to the City's water supply portfolio in 2023 and reduce imported water purchases by roughly 38 percent. Water conservation or water demand reductions are estimated based on current conservation savings of 2,500 AFY plus projected increase in water demand savings by an additional 600 AFY by 2023, total of approximately 3,100 AFY in water demand reduction by 2023. Water demand reduction from the Optimal Conservation Plan will continue to increase until the various conservation measures mature in 2040.

Based on the sewer generation factors provided by the Los Angeles County Sanitation District and assuming all water usage converts to wastewater, it is estimated that the existing water demand water generated by the office use is approximately 6,540 gallons per day (gpd), as shown in Table 2.13, below. The Proposed Project would result in the demolition of the existing office use for the new construction and operation of outdoor instructional tennis and pickleball courts, with minimal landscaping. The need for landscaping irrigation would be the same or less than what is currently demanded by the existing Project Site. The Proposed Project would result in a net decrease in water consumption. The Proposed Project would also include two storage buildings and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. A potable water service lateral will be required to service the restroom and drinking fountains. Therefore, impacts to water demand would be less than significant.

Table 2.13
Existing Project Site Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) ^a	Total Water Demand (gpd)
Existing Conditions (To Be Removed)			
Office	32,700 sf	0.2 gpd/ sf	6,540
Total Existing Water Demand:			6,540
<i>Notes: sf= square feet; gpd= gallons per day</i> <i>^a Consumption Rates based on Los Angeles County Sanitation Districts, Table 1, Loadings for Each Class of Land Use, dated August 2018. It is assumed that all water usage would convert to wastewater.</i> <i>Source: Parker Environmental Consultants, 2023.</i>			

Sewer

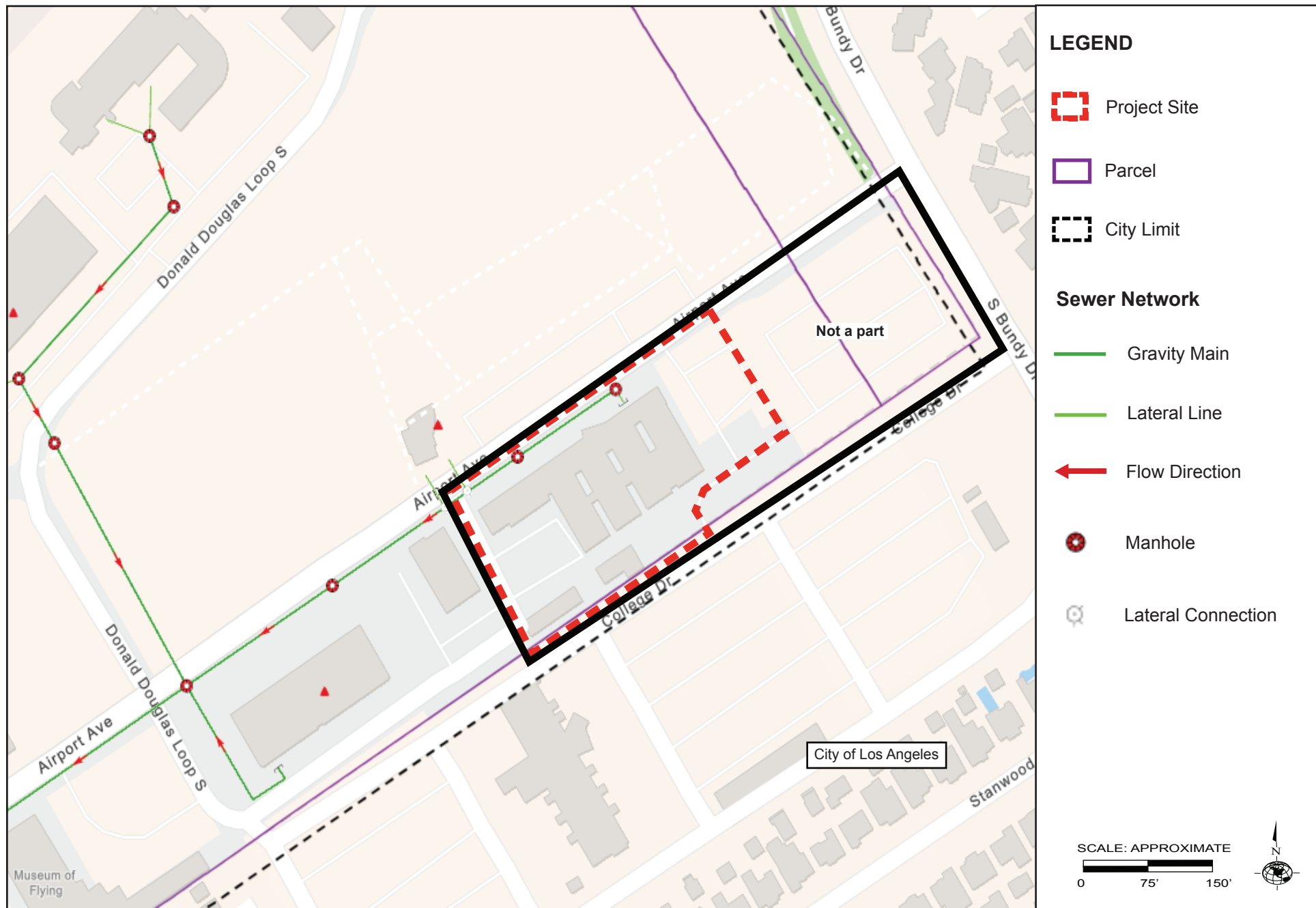
As shown below in Figure 8, City of Santa Monica Sewer Network Map, the Project Site is served by existing 8-inch sewer pipes located along Airport Avenue. Wastewater from the Project Site is treated by the Hyperion Water Reclamation Plant (HWRP), which treats an average daily flow of 275 million gallons per day (mgd) on an average dry weather day and with a maximum daily flow of 450 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. Based on standard sewer flow rates published by the Los Angeles County Sanitation Districts, the existing wastewater generation from the office uses is estimated to be 6,540 gpd. The Proposed Project is limited to construction of seven instructional tennis and pickleball courts, two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. A sewer lateral will be required for the proposed restroom facilities. Existing sewer plans will be required in order to provide a connection point for the new sewer lateral. As shown in Table 2.13 above, the Project Site's existing wastewater generation from the office use is 6,540 gpd. The Proposed Project would result in a net decrease in wastewater generation and impacts to the public sewer system would be less than significant.

Solid Waste

The Project Site is served by the City of Santa Monica Public Works Resource Recovery and Recycling Division, which collects municipal solid waste which includes trash, recycling, organics, and construction and demolition debris from commercial and residential sectors. Solid waste generated within the City of Santa Monica is disposed of at privately owned landfill facilities throughout Los Angeles County. Private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill.

Solid waste management in the state is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal.

The Proposed Project would comply with SMMC Section 5.08.400: Solid Waste Diversion, which establishes direction for characterizing and reducing solid waste production within the City. The requirements are a furtherance of state-mandated diversion criteria, and are based, in large part, on the Waste Characterization Study for the Source Reduction and Recycling Element that the City completed in 1992. The Proposed Project would also comply with SMMC Section 8.108.010: Construction and Demolition Ordinance which requires applicants for construction or demolition permits must complete and submit a Waste Management Plan as part of the application packet for the construction or demolition permit. Construction and demolition refuse in the City is sent to approved recycling facilities. The ordinance requires a Waste Management Plan whenever a



Source: SaMoMAP, City of Santa Monica, Department of City Planning, 2023.

Figure 8
City of Santa Monica Sewer Network Map

construction, demolition, or alteration project has a permit valuation of \$50,000 or more or is larger than 1,000 square feet. The City requires that any project meeting these criteria meet a diversion rate of 70%.

Construction of the Proposed Project is limited to demolition of the existing buildings on the Project Site and construction of seven instructional tennis and pickleball courts, 42 vehicle parking spaces, two storage buildings, and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

The Proposed Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. The amount of solid waste generated by the Proposed Project is estimated to be well within the available capacities of area landfills.

Fire Services

The Santa Monica Fire Department provides fire protection and emergency services to the entire city, including the Project Site. The SMFD consists of five fire stations which provide full-time fire and paramedic services, fire prevention, urban search and rescue, hazardous material response, and airport firefighting capabilities. The Santa Monica Fire Department Station No. 5, located at 2450 Ashland Avenue, currently serves the Project Site. This fire station is located approximately 1.3 miles (driving distance) west of the Project Site.

Local access to the Project Site is provided via Airport Avenue. Vehicle access to the Project Site would continue to be provided via one full-access driveway along the south side of Airport Avenue. The proposed driveway would remain and continue to provide adequate access, including emergency access, to the Project Site. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Proposed Project. The Proposed Project would not involve activities during its operational phase that could impede public access or travel upon public right-of-way or would interfere with an adopted emergency response or evacuation plan. Therefore, development of the Proposed Project is not expected to significantly impact fire protection services in the Project area.

Police Services

The Santa Monica Police Department (SMPD) provides police protection services for the City, including for the Project Site. The Santa Monica Police Department is located at 333 Olympic Drive, approximately 3.4 miles (driving distance) west of the Project Site. The Proposed Project would be subject to Site Plan Review and would be reviewed by the SMPD for compliance with the recommended site design guidelines to improve public safety. The Proposed Project would not generate a residential or employment population. Thus, implementation of the Proposed Project would not significantly impact SMPD police protection services in the Project area.

Additionally, the Santa Monica College Police Department (SMCPD) provides police protection services to the SMC community. The Project Site is located next to the SMC Bundy Campus, and therefore, the SMCPD would provide emergency services to the Proposed Project. The SMCPD is located at 1718 Pearl Street, approximately 2.0 miles (driving distance) from the Project Site. All SMC campus buildings are secured by Campus Police between the hours of 10:15 p.m. to 6:00 a.m. Mondays-Thursdays and between 5 p.m. on Fridays and 6:00 am on Monday. Thus, implementation of the Proposed Project would not significantly impact SMCPD police protection services in the Project area.

Santa Monica-Malibu Unified School District

The Project Site is located within the service area of the Santa Monica-Malibu Unified School District (SMMUSD). The Proposed Project includes development of seven instructional tennis and pickleball courts to serve the needs of SMC students and the general public when not in use by the College. As such, the Proposed Project would not generate a demand for new school facilities that would exceed the enrollment or capacity of the SMMUSD. The Proposed Project would also provide a social gathering space. As such, the Proposed Project's impacts would be less than significant.

Parks

The Proposed Project includes the development of seven instructional tennis and pickleball courts which would provide additional recreational open space for SMC students and the surrounding community. The Proposed Project would also include two storage buildings and a restroom building consisting of four gender neutral stalls and a utility/janitor's room. Therefore, rather than increasing demand on local parks and recreational facilities the Proposed Project would serve to alleviate some of the existing demand on local parks and recreational facilities. Therefore, no adverse impact to parks would occur.

3.0 Exceptions to the Categorical Exemptions

In addition to the above qualifying criteria, there are exceptions to the exemptions depending on the nature or location of a project, or unusual circumstances that create the reasonable possibility of significant effects. As provided in CEQA Section 15300.2, for a proposed project to qualify for an exemption to CEQA, the project must be able to demonstrate that it does not fall under the following exceptions:

- a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

a) ***Location***

The Proposed Project does not qualify for a Class 3, 4, 5, 6, or 11 Categorical Exemption. As discussed herein, the Proposed Project qualifies under the Class 32 Categorical Exemption – “In-fill Development Projects.” Therefore, this exception does not apply to the Proposed Project.

b) ***Cumulative Impacts***

Provided below are individual analyses of the cumulative impacts from traffic, noise, air quality, water quality, public services, and public utilities. In accordance with CEQA Guidelines Section 15300.2, this Categorical Exemption includes an evaluation of the Proposed Project’s cumulative impacts to rule out the exception of cumulative impacts under Section 15300.2(b). Section

15300.2(b), Cumulative Impact, states that: “All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.”

In determining the cumulative impacts, the guidance provided under CEQA Guidelines Section 15064(h) is as follows:

“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, 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.

(2) A lead agency may determine in an initial study that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project’s incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.”

In light of the guidance summarized above, an adequate discussion of a project’s significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of

projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Proposed Project, were identified for evaluation.

Based on a review of the Current Development Tracking List (See Attachment 4) provided by the City of Santa Monica, at the time of this analysis there are no pending, active, or recently completed development projects identified in the City located within 500 feet of the Project Site. Additionally, there are no pending, active, or recently completed City of Los Angeles development projects located within a 0.5-mile radius.⁸ None of the active development projects involve recreational or park uses. Thus, there are no successive projects of the same type in the same place as the Proposed Project. There would be no potential for localized cumulative impacts to occur with respect to construction activities.

Cumulative Traffic Impacts

Development of the Proposed Project in conjunction with the related projects would result in a decrease in average daily vehicle trips and peak hour vehicle trips in the City of Santa Monica, as the Project would replace 32,700 square feet of office uses with seven tennis and pickleball courts with associated surface parking. As noted above, the Proposed Project is considered a local serving park and recreational facility. Therefore, neither a Transportation Assessment nor other further analysis of transportation impacts is required for the Proposed Project and operational transportation impacts would be less than significant with respect to VMT. Additionally, no related projects have been identified in the project vicinity that would contribute to VMT impacts. Thus, the Proposed Project’s contribution to cumulative impacts is less than significant and would not be cumulative considerable. As the Proposed Project’s VMT impacts are less than significant on a project level, and the Proposed Project would not exceed growth projections of the RTP/SCS, the Proposed Project’s cumulative traffic impacts would be less than significant.

Cumulative Noise Impacts

As discussed above, no related projects are located within 500-feet of the Proposed Project. Thus, the Project would not have the potential to result in cumulative noise impacts when considered in conjunction with the geographic distribution of the related projects identified in Attachment 4. As such, cumulative construction and operational noise impacts would be less than significant.

Cumulative Air Quality Impacts

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The

⁸ Los Angeles City Planning, *Bi-weekly Entitlement Case Findings, Current Case Reporting Period 9/10/23 – 12/30/23*, <https://planning.lacity.gov/resources/case-reports>, accessed January 2024.

SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the project-specific significance thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.⁹ Thus, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

Cumulative Greenhouse Gas Emissions Impacts

As discussed above, there are no requirements to analyze or make findings about a project's effects on GHG emissions. As such, the following cumulative analysis is provided for informational purposes only.

A cumulatively considerable impact would occur where the impact of the Proposed Project in addition to the related projects would be significant. However, in the case of global climate change, the proximity of the Proposed Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. Based on guidance the California Air Pollution Officers Association, the analysis of a project's GHG emissions is inherently a cumulative analysis because climate change is a global issue and the emissions from individual projects are negligible in a global context.¹⁰ Accordingly, this analysis takes into account the potential for the Proposed Project to contribute to a cumulative impact of global climate change. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."¹¹

The GHG emissions from the construction and operation of tennis and pickleball courts would be relatively small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an

⁹ SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. Appendix D, August 2003 (at page D-3).

¹⁰ California Air Pollution Control Officers Association, *CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

¹¹ California Air Pollution Control Officers Association, *CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.

SCAG's 2020-2045 RTP/SCS, adopted in September 2020, is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects and land use plans that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Planning for more housing and jobs near transit was a strategy incorporated in SCAG's first RTP/SCS in 2012 and carried forward in the 2020 RTP/SCS with a focus on areas that are well served by transit. The Proposed Project is an infill development replacing an office land use with recreational tennis and pickleball courts that would result in the net reduction of GHG emissions. As such, the Project would not conflict with the regional growth projections of the 2020-2045 RTP/SCS and the Proposed Project would not conflict with any applicable local ordinances, regulations, or policies that have been adopted in furtherance of the State and City's goals of reducing GHG emissions. Additionally, no related projects have been identified in the project vicinity that would contribute to GHG impacts. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Cumulative Water Quality Impacts

The Project Site and the surrounding areas are adequately served by the existing storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. The Project would replace 32,700 square feet of office uses with seven tennis and pickleball courts with associated surface parking, two storage buildings, and a restroom building, and would comply with local ordinances with respect to stormwater treatment and capture on site. The volume of surface runoff would be similar to or reduced as compared to current conditions. Additionally, no related projects have been identified in the project vicinity that would contribute to water quality impacts. Therefore, cumulative water quality impacts would be less than significant.

Cumulative Water Demand Impacts

The City's 2020 Urban Water Management Plan (UWMP) analyzes the reliability of the City's water resources to meet water demand for normal, single-dry and multiple-dry year scenarios through 2040, taking into account growth projected to occur under the City's LUCE. The UWMP projects that the City would have adequate water supply to meet its demand, and in fact would have substantially more supply than demand, through at least the 2040 planning horizon of the UWMP. This estimate is based in part on demographic projections obtained from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. The Project would replace 32,700 square feet of office uses with seven tennis and pickleball courts with associated surface parking, which would result in a net decrease of 6,540 gpd. As such, the Project would not adversely impact water demands accounted for in the 2020 UWMP. The Proposed Project is consistent with the underlying allowable uses per the SMMC and would not exceed the available capacity in the local

aqueduct. As such, cumulative impacts associated with increased water demand would be less than significant.

Cumulative Sewer Impacts

The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Santa Monica and surrounding area. However, the Proposed Project would result in a net decrease in wastewater flows from the Project Site and would not contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable. As such, cumulative impacts with respect to wastewater generation would be less than significant.

Cumulative Solid Waste Impacts

Development of the related projects citywide would further increase regional demands on landfill capacity. However, the Project would result in a net decrease in operational solid waste generation as compared to the existing office uses that are proposed to be demolished. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the County of Los Angeles. As with the Proposed Project, the related projects would participate in regional source reduction and recycling programs, significantly reducing the amount of solid waste deposited in area landfills. Therefore, the cumulative impacts with respect to solid waste would be less than significant.

Cumulative Impacts to Fire Services

The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional SMFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to SMFD review and would be required to comply with all applicable fire safety requirements of the SMFD in order to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the SMFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

Cumulative Impacts to Police Services

The Proposed Project, in combination with the related projects, could increase the demand for police protection services in the Project area. Specifically, there could be an increased demand

for additional SMPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to SMPD review and would be required to comply with all applicable safety requirements of the SMPD and the City of Santa Monica in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the SMPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the SMPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

Cumulative Impacts to Schools

The Proposed Project is a recreational use project that would construct tennis and pickleball courts on a site that is currently developed with an office building, which would not generate students or increase demands for public educational land uses in the surrounding community. In combination with the related projects, which would have the potential to increase demands upon public school land uses, the potential for cumulative impacts upon school facilities would be reduced and thus less than cumulatively considerable. Further, development of the related projects would be subject to applicable school fees to mitigate the increased demand for school services. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” With the payment of School Development Fee, any future school infrastructure would be developed as needed, and thus the cumulative impacts on schools from the related projects would be less than significant.

Cumulative Impacts to Parks

The Proposed Project is a recreational use project that would construct tennis and pickleball courts on a site that is currently developed with an office building. This would have the effect of reducing demands for public park facilities in the surrounding community as the Proposed Project is a recreational use project. While development of the related projects would likely result in an increase in permanent residents residing in the greater Project area, each residential related project would also be required to comply with the on-site open space requirements of the SMMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, any future park infrastructure would be developed as needed; therefore, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Cumulative Impacts Summary

As presented in the analysis above, the Proposed Project would not result in any significant cumulative impacts from traffic, noise, air quality, water quality impacts, or utilities and public services. The Proposed Project would be consistent with the use type of projects that are permitted by right and otherwise anticipated by the land use designation, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

c) *Significant Effect / Unusual Circumstances*

As noted in the supporting analyses above, there are no unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions. The Proposed Project would not result in any significant impacts from noise, traffic, air quality, water quality impacts, or utilities and public services. The Project Site is located in an urbanized area of the City of Santa Monica and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The Project Site currently does not have a zoning designation but is located within the Santa Monica Airport Influence Area. The Santa Monica Airport is within the Los Angeles County Airport Land Use Plan. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the county. The purpose of the law is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. The ALUC is also concerned with airport activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations. Specifically, the ALUC is required to prepare and adopt a Comprehensive Land Use Plan (CLUP), review and make recommendations concerning certain projects within the ALUC planning boundaries, and review and make recommendations on regulations of local agencies. Though given the authority to review and make recommendations, the ALUC does not have jurisdiction over airport operations. Recommendations made by the ALUC are advisory to local jurisdictions, not mandatory.¹² The Project Site is not located within the Runway Protection Zone nor is it located within the Noise Contour boundaries.

The Project Site has a Land Use and Circulation Element (LUCE) designation of Institutional/Public Lands. The Proposed Project would be consistent with the designated land use. There are no exceptional features of the Proposed Project, such as its size or location, that disqualify it from the exempt class. As such, there are no unique or unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions that have the potential to result in a significant environmental impact upon the environment.

d) *Scenic Resources*

The Project Site is bordered by Airport Avenue to the north, which is not a designated State scenic highway, and there are no State designated near the Project Site. As such, the Proposed Project

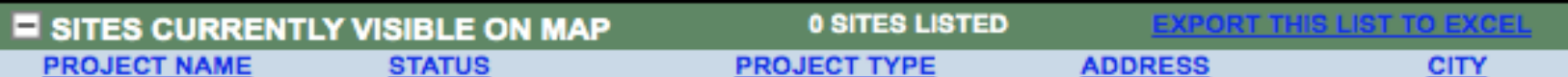
¹² *Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, December 19, 1991.*

would not damage any scenic resources within an officially designated State Scenic Highway. The Topanga Canyon State Scenic Highway is the closest officially designated State scenic highway, located approximately 10.6 miles northwest of the Project Site.¹³ The closest Eligible State Scenic Highway is the Route 187/ Route 101 segment located approximately two miles west of the Project Site. There are no protected trees or unique geologic features on-site or in the public right-of-way.

e) Hazardous Materials

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. As shown below in Figure 9, DTSC EnviroStor Map, based on the DTSC EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the EPA have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes. Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or clean-up problems. As such, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions.

¹³ California Department of Transportation, California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed October 2023.



f) *Historic Resources*

A substantial adverse change in the significance of a historic resource means the demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. A Historic Resource Assessment (HRA) was prepared by Chattel, Inc. on October 16, 2023 (see Attachment 5) to determine whether the existing buildings at the Project Site are eligible for inclusion in the National Register of Historic Places or California Register of Historical Resources, and/or for designation as a City of Santa Monica Landmark or Structure of Merit, or as a Contributor to a Historic District.

The Project Site consists of a single-story office building with four separate wings extending to the south and three ancillary buildings situated on the southern portion of the Project Site. Constructed in 1950 as the Santa Monica U.S. Naval Marine Corps Training Center (naval reserve training center), the Project Site reflects a military utilitarian style with “Late Moderne” influences.

As described in the Historic Resource Assessment, the existing buildings on the Project Site do not meet the necessary significance criteria for listing in the National Register or California Register, or for designation as a City of Santa Monica Landmark or Structure of Merit, or as a Contributor to a potential Historic District. As described in the HRA, there is no significant association with aircraft manufacturing or history of the Santa Monica Municipal Airport. The Project Site lacks sufficient historical association and architectural merit to render it historically significant. Therefore, the Proposed Project would not cause a substantial adverse change in the significance of a historical resource and would have a less than significant impact to historic resources.

4.0 References

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United States Fish & Wildlife Service, Environmental Conservation Online System, Information for Planning and Consultation (IPaC), website: <https://ecos.fws.gov/ipac/>, accessed October 2023.

ATTACHMENT 1

Noise Calculations Worksheets

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Report date: 10/30/23
 Project: SMC Tennis Courts
 Phase: Demolition

RECEPTOR #1												
		Exterior Noise Standard (dBA)										
Description		Land Use	Daytime									
Santa Monica College Bundy Campus		Institutional	65									
Equipment							Without Attenuation		With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	35	135		81.4	74.4			
Tractor/Loader/Backhoe	No	40	84	84	35	135		75.4	71.4			
							Construction Noise Level (dBA Leq)		76.2	Results		
							Noise Level Above Ambient		11.2	Noise Level Above Ambient		

RECEPTOR #2												
		Exterior Noise Standard (dBA)										
Description		Land Use	Daytime									
Residential buildings south of the Project Site, fronting Stanwood Place												
		Residential	60									
Equipment							Without Attenuation		With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	360	460		70.7	63.7			
Tractor/Loader/Backhoe	No	40	84	84	360	460		64.7	60.7			
							Construction Noise Level (dBA Leq)		65.5	Results		
							Noise Level Above Ambient		5.5	Noise Level Above Ambient		

RECEPTOR #3												
		Exterior Noise Standard (dBA)										
Description		Land Use	Daytime									
Residential buildings east of the Project Site, fronting Bundy Drive		Residential	60									
Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Concrete/Industrial Saw	No	20	90	90	370	605		68.3	61.4			
Tractor/Loader/Backhoe	No	40	84	84	370	605		62.3	58.4			
							Construction Noise Level (dBA Leq)			63.1	Results	
							Noise Level Above Ambient			3.1	Noise Level Above Ambient	

Notes:

1. Exterior Noise Standard Level is based SMMC 4.12.060 for Zone I and Zone II receptors
2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/30/23
 Project: SMC Tennis Courts
 Phase: Paving

RECEPTOR #1													
	Exterior Noise Standard (dBA)												
Description	Land Use	Daytime											
Santa Monica College Bundy Campus	Institutional	65											
Equipment							Without Attenuation			With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)		
							(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq	
Roller	No	20	85	80	35	135		76.4	69.4				
Tractor/Loader/Backhoe	No	40	84	84	35	135		75.4	71.4				
							Construction Noise Level (dBA Leq)			73.5	Results		
							Noise Level Above Ambient			8.5	Noise Level Above Ambient		

RECEPTOR #2												
		Exterior Noise Standard (dBA)										
Description		Land Use	Daytime									
Residential buildings south of the Project Site, fronting Stanwood Place		Residential	60									
Equipment												
							Without Attenuation		With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
							Shielding (dBA)			Shielding (dBA)		
								*Lmax	Leq		*Lmax	Leq
Roller	No	20	85	80	360	460		65.7	58.7			
Tractor/Loader/Backhoe	No	40	84	84	360	460		64.7	60.7			
							Construction Noise Level (dBA Leq)		62.9	Results		
							Noise Level Above Ambient		2.9	Noise Level Above Ambient		

RECEPTOR #3												
		Exterior Noise Standard (dBA)										
Description		Land Use	Daytime									
Residential buildings east of the Project Site, fronting Bundy Drive		Residential	60									
Equipment												
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Distance to Centerline of Project Site (Feet)	Without Attenuation			With Attenuation		
							Estimated Shielding (dBA)	Calculated (dBA)		Estimated Shielding (dBA)	Calculated (dBA)	
								*Lmax	Leq		*Lmax	Leq
Roller	No	20	85	80	370	605		63.3	56.4			
Tractor/Loader/Backhoe	No	40	84	84	370	605		62.3	58.4			
Construction Noise Level (dBA Leq)								60.5	Results			
Noise Level Above Ambient								0.5	Noise Level Above Ambient			

Notes:
 1. Exterior Noise Standard Level is based SMMC 4.12.060 for Zone I and Zone II receptors
 2. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM), Version 1.1

Construction Noise Impact Summary Without Project Design Features

<u>Sensitive Receptor</u>	Exterior Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase			Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
		<u>Demolition</u>	<u>Grading</u>	<u>Paving</u>		
Receptor #1	65.0	76.2	73.5	74.9	85.0	-8.8
Receptor #2	60.0	65.5	62.9	64.3	80.0	-14.5
Receptor #3	60.0	63.1	60.5	61.9	80.0	-16.9

** Significance criteria is based on SMMC 4.12.110 (b)(1) in which construction noise shall not exceed the Exterior Noise Standards outlined in the SMMC 4.12.060 plus 20-dBA.

Construction Noise Impact Summary With Project Design Features

<u>Sensitive Receptor</u>	Exterior Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase			Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
		<u>Demolition</u>	<u>Grading</u>	<u>Paving</u>		
Receptor #1	65.0	0.0	0.0	0.0	85.0	0.0
Receptor #2	60.0	0.0	0.0	0.0	80.0	0.0
Receptor #3	60.0	0.0	0.0	0.0	80.0	0.0

** Significance criteria is based on SMMC 4.12.110 (b)(1) in which construction noise shall not exceed the Exterior Noise Standards outlined in the SMMC 4.12.060 plus 20-dBA.

ATTACHMENT 2

Air Quality Modeling and Greenhouse Gas Emissions Worksheets

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SMC Airport Tennis Court - Existing Conditions Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SMC Airport Tennis Court - Existing Conditions
Operational Year	2023
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	20.2
Location	3400 Airport Ave, Santa Monica, CA 90405, USA
County	Los Angeles-South Coast
City	Santa Monica
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4466
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Office Building	32.7	1000sqft	2.40	32,700	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.23	1.19	12.1	0.02	0.03	1.91	1.94	0.03	0.48	0.52	27.5	3,435	3,463	2.98	0.13	9.58	3,584
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.98	1.27	9.88	0.02	0.03	1.91	1.94	0.03	0.48	0.52	27.5	3,333	3,361	2.98	0.13	0.33	3,475
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.85	1.03	8.69	0.02	0.03	1.42	1.45	0.03	0.36	0.39	27.5	2,832	2,859	2.95	0.11	3.19	2,968
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	0.19	1.59	< 0.005	0.01	0.26	0.27	0.01	0.07	0.07	4.56	469	473	0.49	0.02	0.53	491

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

SMC Airport Tennis Court - Existing Conditions Custom Report, 10/25/2023

Mobile	1.21	0.96	10.5	0.02	0.02	1.91	1.92	0.01	0.48	0.50	—	2,257	2,257	0.12	0.09	9.51	2,297
Area	1.02	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	—	5.87
Energy	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,115	1,115	0.08	0.01	—	1,119
Water	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Waste	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	2.23	1.19	12.1	0.02	0.03	1.91	1.94	0.03	0.48	0.52	27.5	3,435	3,463	2.98	0.13	9.58	3,584
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.19	1.05	9.69	0.02	0.02	1.91	1.92	0.01	0.48	0.50	—	2,160	2,160	0.12	0.10	0.25	2,193
Area	0.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,115	1,115	0.08	0.01	—	1,119
Water	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Waste	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	1.98	1.27	9.88	0.02	0.03	1.91	1.94	0.03	0.48	0.52	27.5	3,333	3,361	2.98	0.13	0.33	3,475
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.89	0.80	7.53	0.02	0.01	1.42	1.44	0.01	0.36	0.37	—	1,655	1,655	0.09	0.07	3.11	1,682
Area	0.94	0.01	0.97	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.01	4.01	< 0.005	< 0.005	—	4.02
Energy	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,115	1,115	0.08	0.01	—	1,119
Water	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Waste	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	1.85	1.03	8.69	0.02	0.03	1.42	1.45	0.03	0.36	0.39	27.5	2,832	2,859	2.95	0.11	3.19	2,968
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16	0.15	1.37	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	274	274	0.02	0.01	0.51	279
Area	0.17	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.66	0.66	< 0.005	< 0.005	—	0.67

Energy	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	185	185	0.01	< 0.005	—	185
Water	—	—	—	—	—	—	—	—	—	—	1.84	9.55	11.4	0.19	< 0.005	—	17.5
Waste	—	—	—	—	—	—	—	—	—	—	2.71	0.00	2.71	0.27	0.00	—	9.49
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.34	0.19	1.59	< 0.005	0.01	0.26	0.27	0.01	0.07	0.07	4.56	469	473	0.49	0.02	0.53	491

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	1.21	0.96	10.5	0.02	0.02	1.91	1.92	0.01	0.48	0.50	—	2,257	2,257	0.12	0.09	9.51	2,297
Total	1.21	0.96	10.5	0.02	0.02	1.91	1.92	0.01	0.48	0.50	—	2,257	2,257	0.12	0.09	9.51	2,297
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	1.19	1.05	9.69	0.02	0.02	1.91	1.92	0.01	0.48	0.50	—	2,160	2,160	0.12	0.10	0.25	2,193
Total	1.19	1.05	9.69	0.02	0.02	1.91	1.92	0.01	0.48	0.50	—	2,160	2,160	0.12	0.10	0.25	2,193
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.16	0.15	1.37	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	274	274	0.02	0.01	0.51	279

Total	0.16	0.15	1.37	< 0.005	< 0.005	0.26	0.26	< 0.005	0.07	0.07	—	274	274	0.02	0.01	0.51	279
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4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	849	849	0.05	0.01	—	853
Total	—	—	—	—	—	—	—	—	—	—	—	849	849	0.05	0.01	—	853
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	849	849	0.05	0.01	—	853
Total	—	—	—	—	—	—	—	—	—	—	—	849	849	0.05	0.01	—	853
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	141	141	0.01	< 0.005	—	141
Total	—	—	—	—	—	—	—	—	—	—	—	141	141	0.01	< 0.005	—	141

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	266	266	0.02	< 0.005	—	266
Total	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	266	266	0.02	< 0.005	—	266
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	266	266	0.02	< 0.005	—	266
Total	0.01	0.22	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	266	266	0.02	< 0.005	—	266
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.0	44.0	< 0.005	< 0.005	—	44.1
Total	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.0	44.0	< 0.005	< 0.005	—	44.1

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.23	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	—	5.87
Total	1.02	0.01	1.42	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	—	5.87
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.66	0.66	< 0.005	< 0.005	—	0.67
Total	0.17	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.66	0.66	< 0.005	< 0.005	—	0.67

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Total	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Total	—	—	—	—	—	—	—	—	—	—	11.1	57.7	68.8	1.15	0.03	—	106
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	1.84	9.55	11.4	0.19	< 0.005	—	17.5
Total	—	—	—	—	—	—	—	—	—	—	1.84	9.55	11.4	0.19	< 0.005	—	17.5

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3

Total	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3
Total	—	—	—	—	—	—	—	—	—	—	16.4	0.00	16.4	1.64	0.00	—	57.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	2.71	0.00	2.71	0.27	0.00	—	9.49
Total	—	—	—	—	—	—	—	—	—	—	2.71	0.00	2.71	0.27	0.00	—	9.49

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Office Building	318	72.3	22.9	87,999	2,689	610	193	742,984

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	49,050	16,350	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	582,723	532	0.0330	0.0040	828,829

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	5,811,894	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	30.4	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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8. User Changes to Default Data

Screen	Justification
Land Use	Existing Conditions - 32,700 sf office building and ancillary buildings.

SMC Airport Tennis Courts Project Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SMC Airport Tennis Courts Project
Construction Start Date	7/2/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	20.2
Location	3400 Airport Ave, Santa Monica, CA 90405, USA
County	Los Angeles-South Coast
City	Santa Monica
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4466
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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City Park	2.00	Acre	2.00	0.00	1,200	1,200	—	—
Parking Lot	50.0	1000sqft	1.00	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Transportation	T-34*	Provide Bike Parking
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.76	20.0	17.6	0.05	0.79	3.82	4.61	0.73	1.62	2.35	—	6,077	6,077	0.28	0.58	8.66	6,266
Mit.	1.76	20.0	17.6	0.05	0.79	3.82	4.61	0.73	1.62	2.35	—	6,077	6,077	0.28	0.58	8.66	6,266
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.84	6.53	9.22	0.01	0.31	0.20	0.51	0.29	0.05	0.33	—	1,445	1,445	0.06	0.02	0.02	1,452
Mit.	0.84	6.53	9.22	0.01	0.31	0.20	0.51	0.29	0.05	0.33	—	1,445	1,445	0.06	0.02	0.02	1,452

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.40	3.65	4.14	0.01	0.16	0.38	0.53	0.15	0.12	0.27	—	861	861	0.04	0.04	0.34	875
Mit.	0.40	3.65	4.14	0.01	0.16	0.38	0.53	0.15	0.12	0.27	—	861	861	0.04	0.04	0.34	875
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.67	0.76	< 0.005	0.03	0.07	0.10	0.03	0.02	0.05	—	142	142	0.01	0.01	0.06	145
Mit.	0.07	0.67	0.76	< 0.005	0.03	0.07	0.10	0.03	0.02	0.05	—	142	142	0.01	0.01	0.06	145
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.76	20.0	17.6	0.05	0.79	3.82	4.61	0.73	1.62	2.35	—	6,077	6,077	0.28	0.58	8.66	6,266
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.84	6.53	9.22	0.01	0.31	0.20	0.51	0.29	0.05	0.33	—	1,445	1,445	0.06	0.02	0.02	1,452
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.40	3.65	4.14	0.01	0.16	0.38	0.53	0.15	0.12	0.27	—	861	861	0.04	0.04	0.34	875
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.07	0.67	0.76	< 0.005	0.03	0.07	0.10	0.03	0.02	0.05	—	142	142	0.01	0.01	0.06	145

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.76	20.0	17.6	0.05	0.79	3.82	4.61	0.73	1.62	2.35	—	6,077	6,077	0.28	0.58	8.66	6,266
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.84	6.53	9.22	0.01	0.31	0.20	0.51	0.29	0.05	0.33	—	1,445	1,445	0.06	0.02	0.02	1,452
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.40	3.65	4.14	0.01	0.16	0.38	0.53	0.15	0.12	0.27	—	861	861	0.04	0.04	0.34	875
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.07	0.67	0.76	< 0.005	0.03	0.07	0.10	0.03	0.02	0.05	—	142	142	0.01	0.01	0.06	145

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	85.6	85.7	0.01	< 0.005	0.11	86.7
Mit.	0.02	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	85.6	85.7	0.01	< 0.005	0.11	86.7
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	84.4	84.5	0.01	< 0.005	< 0.005	85.3
Mit.	0.02	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	84.4	84.5	0.01	< 0.005	< 0.005	85.3
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.09	71.0	71.1	0.01	< 0.005	0.02	71.8
Mit.	0.02	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.09	71.0	71.1	0.01	< 0.005	0.02	71.8
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	11.8	11.8	< 0.005	< 0.005	< 0.005	11.9
Mit.	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	11.8	11.8	< 0.005	< 0.005	< 0.005	11.9
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	Yes	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	Yes	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	No	No	No	No	Yes	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	Yes	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.11	30.2
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

Total	0.02	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	85.6	85.7	0.01	< 0.005	0.11	86.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	28.5	28.5	< 0.005	< 0.005	< 0.005	28.9
Area	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.02	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	84.4	84.5	0.01	< 0.005	< 0.005	85.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.02	15.4
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.02	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.09	71.0	71.1	0.01	< 0.005	0.02	71.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.54
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	9.21	9.21	< 0.005	< 0.005	—	9.24
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	—	0.05
Waste	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.05
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	11.8	11.8	< 0.005	< 0.005	< 0.005	11.9

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.11	30.2
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.02	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	85.6	85.7	0.01	< 0.005	0.11	86.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	28.5	28.5	< 0.005	< 0.005	< 0.005	28.9
Area	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.02	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.09	84.4	84.5	0.01	< 0.005	< 0.005	85.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.02	15.4
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29

Waste	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.02	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.09	71.0	71.1	0.01	< 0.005	0.02	71.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.54
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	9.21	9.21	< 0.005	< 0.005	—	9.24
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	—	0.05
Waste	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.05
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	11.8	11.8	< 0.005	< 0.005	< 0.005	11.9

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.49	14.4	14.1	0.02	0.62	—	0.62	0.57	—	0.57	—	2,203	2,203	0.09	0.02	—	2,211
Demolition	—	—	—	—	—	1.49	1.49	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.87	0.85	< 0.005	0.04	—	0.04	0.03	—	0.03	—	133	133	0.01	< 0.005	—	133
Demolition	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.0	22.0	< 0.005	< 0.005	—	22.1
Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.43	0.24	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	206	206	0.02	0.03	0.42	217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.5	12.5	< 0.005	< 0.005	0.01	13.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.06	2.06	< 0.005	< 0.005	< 0.005	2.17

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.49	14.4	14.1	0.02	0.62	—	0.62	0.57	—	0.57	—	2,203	2,203	0.09	0.02	—	2,211
Demolition	—	—	—	—	—	1.49	1.49	—	0.23	0.23	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.87	0.85	< 0.005	0.04	—	0.04	0.03	—	0.03	—	133	133	0.01	< 0.005	—	133
Demolition	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.0	22.0	< 0.005	< 0.005	—	22.1
Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.43	0.24	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	206	206	0.02	0.03	0.42	217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.5	12.5	< 0.005	< 0.005	0.01	13.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.06	2.06	< 0.005	< 0.005	< 0.005	2.17

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.96	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	148	148	0.01	< 0.005	—	148
Dust From Material Movement	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	143

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	4.06	1.43	0.02	0.04	0.93	0.97	0.04	0.25	0.30	—	3,482	3,482	0.17	0.56	8.10	3,661
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.26	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	210	210	0.01	0.03	0.21	220
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.8	34.8	< 0.005	0.01	0.03	36.5

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.96	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	148	148	0.01	< 0.005	—	148
Dust From Material Movement	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	143
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	4.06	1.43	0.02	0.04	0.93	0.97	0.04	0.25	0.30	—	3,482	3,482	0.17	0.56	8.10	3,661
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.19	8.19	< 0.005	< 0.005	0.01	8.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.26	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	210	210	0.01	0.03	0.21	220
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.36	1.36	< 0.005	< 0.005	< 0.005	1.37
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.8	34.8	< 0.005	0.01	0.03	36.5

3.5. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.44	8.26	0.01	0.31	—	0.31	0.29	—	0.29	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.44	8.26	0.01	0.31	—	0.31	0.29	—	0.29	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.18	1.52	1.95	< 0.005	0.07	—	0.07	0.07	—	0.07	—	293	293	0.01	< 0.005	—	294
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.28	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.5	48.5	< 0.005	< 0.005	—	48.7
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.13	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	212	212	0.01	0.01	0.84	215
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	201	201	0.01	0.01	0.02	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.0	48.0	< 0.005	< 0.005	0.08	48.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.95	7.95	< 0.005	< 0.005	0.01	8.06

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Paving (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.44	8.26	0.01	0.31	—	0.31	0.29	—	0.29	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.44	8.26	0.01	0.31	—	0.31	0.29	—	0.29	—	1,244	1,244	0.05	0.01	—	1,248
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.52	1.95	< 0.005	0.07	—	0.07	0.07	—	0.07	—	293	293	0.01	< 0.005	—	294
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.28	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	48.5	48.5	< 0.005	< 0.005	—	48.7
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.13	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	212	212	0.01	0.01	0.84	215
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	201	201	0.01	0.01	0.02	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.0	48.0	< 0.005	< 0.005	0.08	48.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.95	7.95	< 0.005	< 0.005	0.01	8.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.11	30.2
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.11	30.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	28.5	28.5	< 0.005	< 0.005	< 0.005	28.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	28.5	28.5	< 0.005	< 0.005	< 0.005	28.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.54
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.54

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.11	30.2
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.01	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	29.7	29.7	< 0.005	< 0.005	0.11	30.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	28.5	28.5	< 0.005	< 0.005	< 0.005	28.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.01	0.01	0.12	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	28.5	28.5	< 0.005	< 0.005	< 0.005	28.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.54
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.54

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8

Total	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	9.21	9.21	< 0.005	< 0.005	—	9.24
Total	—	—	—	—	—	—	—	—	—	—	—	9.21	9.21	< 0.005	< 0.005	—	9.24

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8
Total	—	—	—	—	—	—	—	—	—	—	—	55.6	55.6	< 0.005	< 0.005	—	55.8

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	9.21	9.21	< 0.005	< 0.005	—	9.24
Total	—	—	—	—	—	—	—	—	—	—	—	9.21	9.21	< 0.005	< 0.005	—	9.24

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscap e Equipme	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	—	0.05
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	—	0.05

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	—	0.05
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	—	0.05

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.05
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.05

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.09	0.00	0.09	0.01	0.00	—	0.32
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.05
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.02	0.00	0.02	< 0.005	0.00	—	0.05

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/2/2024	7/31/2024	5.00	22.0	—
Grading	Grading	8/1/2024	8/31/2024	5.00	22.0	—
Paving	Paving	9/2/2024	12/30/2024	5.00	86.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38

Paving	Tractors/Loaders/Backh	Diesel	Average	1.00	8.00	84.0	0.37
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5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	17.1	3.00	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.0	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT

Demolition	Hauling	17.1	3.00	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.0	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	32,700	—
Grading	0.00	1,000	22.0	0.00	—

Paving	0.00	0.00	0.00	0.00	1.00
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5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
Parking Lot	1.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	1.56	3.92	4.38	840	13.2	33.1	37.0	7,088
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	1.56	3.92	4.38	840	13.2	33.1	37.0	7,088

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	2,614

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	532	0.0330	0.0040	0.00
Parking Lot	38,159	532	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	532	0.0330	0.0040	0.00
Parking Lot	38,159	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	37,399
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	37,399
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
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City Park	0.17	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.17	—
Parking Lot	0.00	—

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Assumes 6-month construction timeline.
Construction: Trips and VMT	Assumes 14-cy haul truck capacity and 40mi to disposal site for grading phase.
Land Use	Project area estimated to be 2 acres of tennis/pickleball courts and 1 acre of surface parking.
Construction: Off-Road Equipment	Construction equipment estimated based on project description.

ATTACHMENT 3

USFWS IPaC Resource List

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IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Los Angeles County, California



Local office

Carlsbad Fish And Wildlife Office

☎ (760) 431-9440

📅 (760) 431-5901

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

-
1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Polioptila californica californica</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Western Snowy Plover <i>Charadrius nivosus nivosus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8035	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Gambel's Watercress <i>Rorippa gambellii</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4201	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

Additional information can be found using the following links:

- Eagle Managment <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<div><div>Bald Eagle</div><div>Haliaeetus leucocephalus</div><div>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</div></div>	Breeds Jan 1 to Aug 31

Golden Eagle *Aquila chrysaetos*

Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1680>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

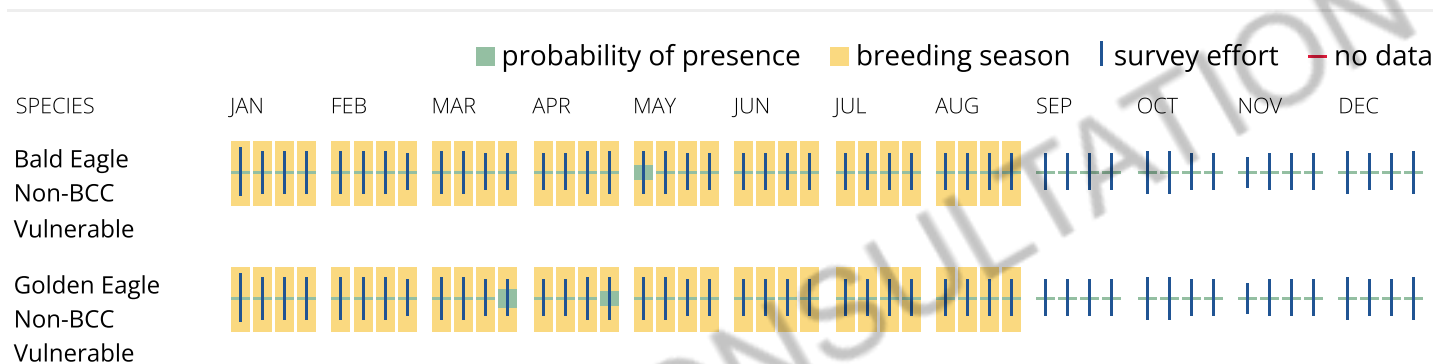
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply). To see a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the [Eagle Act](#) should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Allen's Hummingbird <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Oystercatcher <i>Haematopus bachmani</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Turnstone <i>Arenaria melanocephala</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bullock's Oriole <i>Icterus bullockii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25

California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
California Thrasher <i>Toxostoma redivivum</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch <i>Carduelis lawrencei</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20

Oak Titmouse *Baeolophus inornatus*

Breeds Mar 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9656>

Olive-sided Flycatcher *Contopus cooperi*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3914>

Short-billed Dowitcher *Limnodromus griseus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Western Grebe *aechmophorus occidentalis*

Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/6743>

Willet *Tringa semipalmata*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

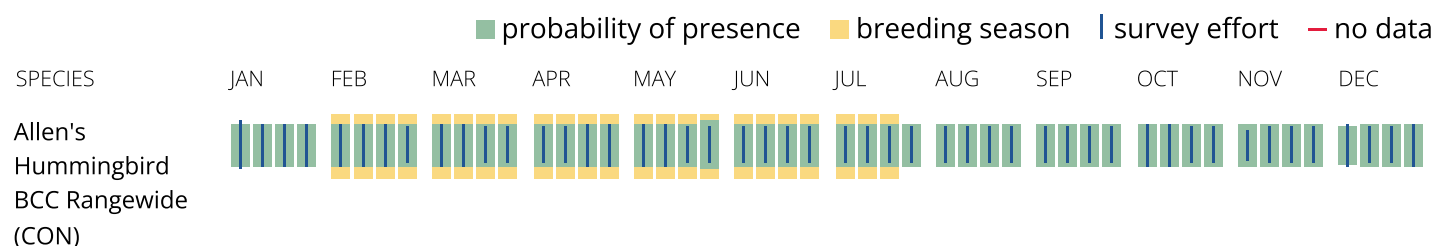
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

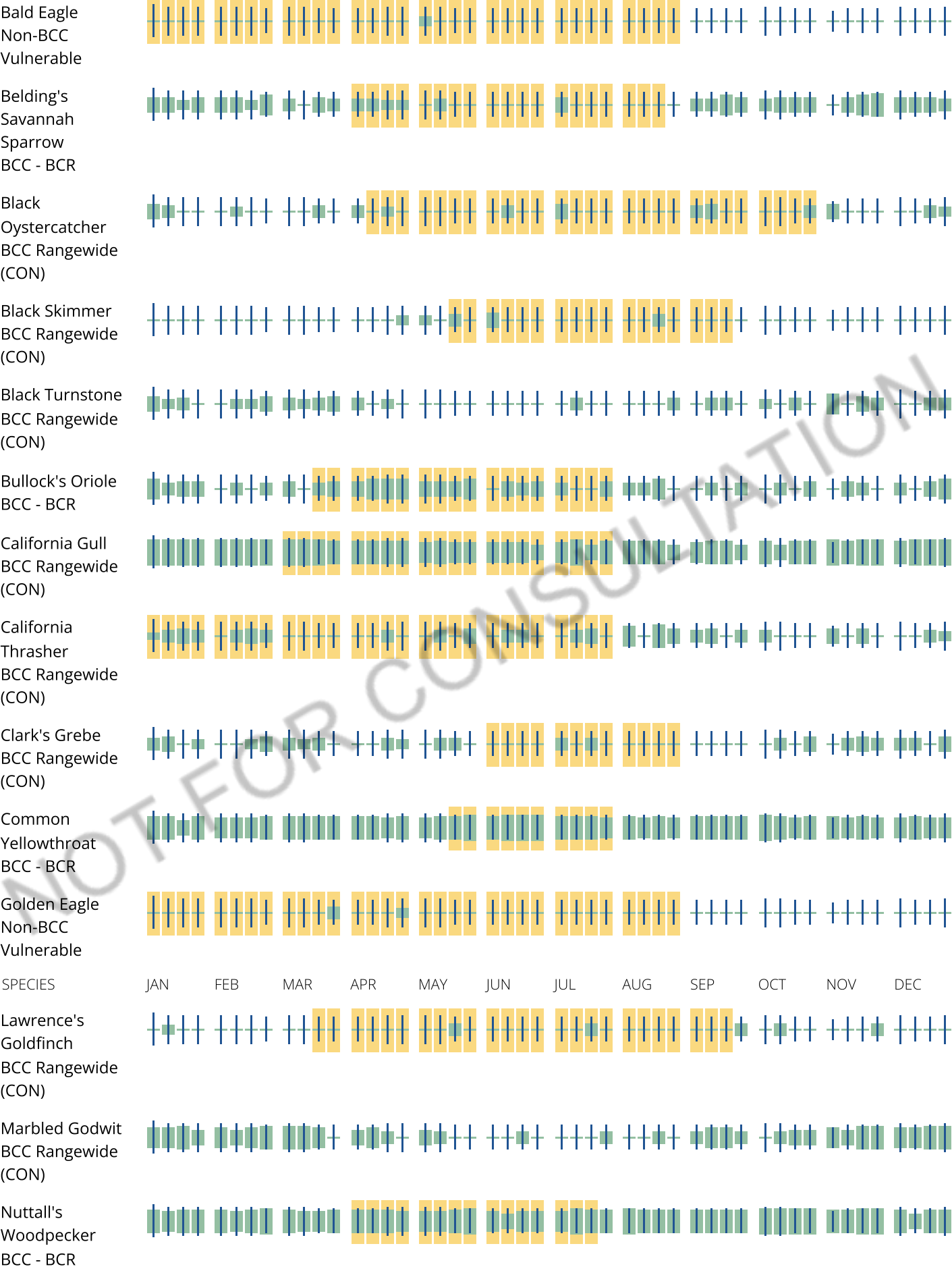
No Data (—)

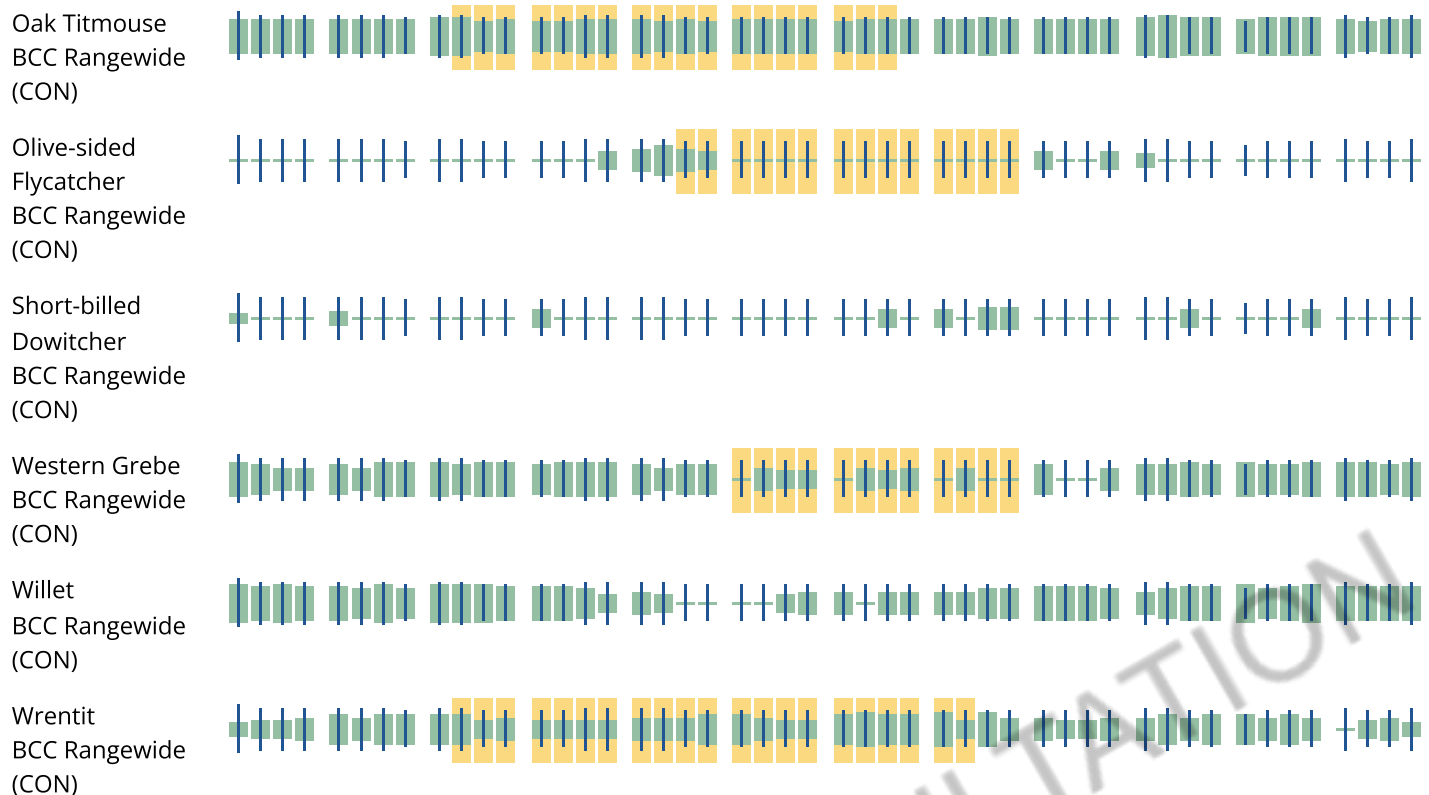
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of

appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

ATTACHMENT 4

City of Santa Monica Current Development Tracking List

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CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
1	1437 7th Street	BCM 1437 7th Street LLC Dave Gianfagna	90401	1437 7th Street 18ENT- 0136 16ENT- 0175	5/22/2018	Use: New mixed-use residential over ground floor commercial / retail -8 Stories (84'-0") -65 Units (53,156 SQ FT) -6,844 Commercial SQ FT -77 Parking Spaces	60,000	Unit Mix: -60 1-Bedroom -18 2-Bedroom -14 3-Bedroom Affordable Housing Offsite at 1514 7th Street	ARB Concept Review: 12/17/18 Pending: 16ENT-0175 under Staff Review. (18ENT-0136 denied.)	
2	525 Colorado Avenue	Ron Culver BCP 525 Colorado LLC	90401	525 Colorado Ave 18ENT- 0362	11/27/18	Use: 7-story mixed-use housing with ground floor commercial and residential units above -29,979 Total SF -7 Stories (84') -6,969 SF Commerical -26,980 SF Residential -40 Units -0 Parking spaces	29,979	Unit Mix: -6 Studio -20 1-bedroom -8 2-bedroom -6 3-bedroom Affordability: -5 1-bedroom -2 2-bedroom -1 3-bedroom Affordability: -TBD	Pending: Under Staff Review	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
3	1515 Ocean Ave	Sunshine Enterprises, LP (Gino Paino)	90401	1515 Ocean Ave 20ENT-0186	07/23/20	Use: New budget hotel within existing Shore Hotel. -1,562 sq ft -2 stories (within existing building) -14 rooms	1,562	N/A	Pending: Under Staff Review	Cary Fukui
4	1101 Wilshire Boulevard	Wilshire and 11th LLC	90401	1101 Wilshire Blvd 21ENT-0035	02/11/21	Use: Commercial space at ground floor, residential apartments on upper stories, subterranean garage parking -6 stories (64') -68,310 SF -6,800 Commercial SF -61,510 Residential SF -125 Parking Spaces -93 Units	68,310	Unit Mix: -65 studio -17 1-bedroom Affordability: -8 studio -3 1-bedroom	Pending: Under Staff Review	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
5	1546 9th St	Luis de Moraes / Envirotechno Architecture, Inc.	90401	1546 9th St 21ENT- 0143	07/01/21	Use: Apartment building with subterranean parking and rooftop terrace -3 stories (40') -16,073 SF -9,235 Residential SF -15 Parking Spaces -9 Units	16,073	Unit Mix: -1 studio -2 1-bedroom -3 2-bedroom -1 3-bedroom Affordability: -2 2-bedroom	To Be Withdrawn	Roxanne Tanemori
6	2601 Lincoln Blvd	SanMon, Inc.	90405	2601 Lincoln Blvd 22ENT- 0073	03/11/22	Use: 5-story mixed-use housing with ground floor commercial and residential units above -955,120 Total SF -5 Stories (65') -30,870 SF Commerical -426,460 SF Residential -521 Units -850 Parking spaces	955,120	Unit Mix: -88 Studio -228 1-bedroom -205 2-bedroom Affordability: -41 1-bedroom -12 2-bedroom	Pending: Under Staff Review	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
7	407 Colorado Ave	Worthe Real Estate Group	90401	407 Colorado Ave 22ENT-0082	03/14/22	Use: 5-story mixed-use housing with ground floor commercial and residential units above -43,047 Total SF -5 Stories (57') -6,881 SF Commerical -36,166 SF Residential -60 Units -0 Parking spaces	43,047	Unit Mix: -32 Studio -28 1-bedroom Affordability: -6 1-bedroom	Pending: Under Staff Review	Cary Fukui
8	1215 19th St	FFAH V 1215, LLC	90404	1215 19th St 22ENT-0160	06/03/22	Use: 6-story affordable housing project -29,690 Total SF -6 Stories (60') -18,593 SF Residential -34 Units -0 Parking spaces	29,690	Unit Mix: Affordability: -21 1-bedroom -13 2-bedroom	Pending: Under Staff Review	James Combs

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
9	700 Santa Monica Blvd	Megan Watson	90401	700 Santa Monica Blvd 22ENT-0203	08/16/22	Use: 5-story mixed-use housing with ground floor commercial and residential units above -60,916 Total SF -5 Stories (59') -2,556 SF Commerical -40,970 SF Residential -60 Units -0 Parking spaces	60,916	Unit Mix: -39 1-bedroom -12 2-bedroom -9 3-bedroom Affordability: -9 1-bedroom -4 2-bedroom -2 3-bedroom	To Be Withdrawn	James Combs
10	1215 19th St	FFAH V 1215, LLC	90404	1215 19th St 22ENT-0252	10/03/22	Use: 6-story affordable housing project -29,517 Total SF -6 Stories (60') -18,578 SF Residential -34 Units -0 Parking spaces	29,517	Unit Mix: -21 1-bedroom -13 2-bedroom Affordability: -21 1-bedroom -13 2-bedroom	Pending: Under Staff Review	James Combs

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
11	2600 Wilshire Blvd	Wilshire-26, LLC (c/o Mark Leevan)	90403	2600 Wilshire Blvd 22ENT- 0308	12/01/22	Use: 4-story mixed-use housing with ground floor commercial and residential units above w/ 2-story affordable housing building -55,435 Total SF -4 Stories (55') -12,707 SF Commerical -42,484 SF Residential -44 Units -98 Parking spaces	55,435	Unit Mix: -24 1-bedroom -16 2-bedroom -4 3-bedroom Affordability: -5 2-bedroom	Pending: Under Staff Review	Ross Fehrman
12	825 Santa Monica Blvd	Tracy Lavarney	90401	825 Santa Monica Blvd 23ENT- 0109	06/29/23	Use: 7-story mixed-use housing with ground floor commercial and residential units above -74,428 Total SF -7 Stories (81') -3,360 SF Commerical -71,068 SF Residential -99 Units -120 Parking spaces	74,428	Unit Mix: -79 1-bedroom -10 2-bedroom -10 3-bedroom Affordability: -4 1-bedroom -1 2-bedroom -1 3-bedroom	Pending: Under Staff Review	Cary Fukui

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
13	700 Santa Monica Blvd	Megan Watson	90401	700 Santa Monica Blvd 23ENT-0121	07/19/23	Use: 8-story residential project -96,920 Total SF -8 Stories (85') -96,920 SF Residential -99 Units -0 Parking spaces	96,920	Unit Mix: -13 studio -64 1-bedroom -16 2-bedroom -6 3-bedroom Affordability: -2 studio -6 1-bedroom -2 2-bedroom -3 3-bedroom	Pending: Under Staff Review	James Combs
14	901 Pico Blvd	Kara Block	90405	901 Pico Blvd 23ENT-0126	07/23/23	Use: 5-story residential project -39,716 Total SF -5 Stories (47') -22,806 SF Residential -45 Units -20 Parking spaces	39,716	Unit Mix: -41 studio -4 1-bedroom Affordability: -4 studio -1 1-bedroom	Pending: Under Staff Review	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
15	1902 Wilshire Blvd	Kyle Fluker	90403	1902 Wilshire Blvd 23ENT- 0156	08/18/23	Use: 8-story mixed-use housing with ground floor commercial and residential units above -114,132 Total SF -8 Stories (85') -6,381 SF Commerical -92,496 SF Residential -140 Units -196 Parking spaces	114,132	Unit Mix: -21 studio -91 1-bedroom -21 2-bedroom -7 3-bedroom Affordability: -2 studio -9 1-bedroom -2 2-bedroom -1 3-bedroom	Pending: Under Staff Review	James Combs
16	528 Arizona Ave	US 528 Arizona Owner LLC	90401	528 Arizona Ave 23ENT- 0159	08/25/23	Use: 8-story mixed-use housing with ground floor commercial and residential units above -112,890 Total SF -8 Stories (85') -6,303 SF Commerical -87,537 SF Residential -150 Units -199 Parking spaces	112,890	Unit Mix: -46 studio -89 1-bedroom -15 2-bedroom Affordability: -5 studio -11 1-bedroom -2 2-bedroom	Pending: Under Staff Review	Cary Fukui

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
17	1527 Lincoln Blvd	US 1527 Lincoln Owner	90401	1527 Lincoln Blvd 23ENT-0161	09/01/23	Use: 8-story mixed-use housing with ground floor commercial and residential units above -158,469 Total SF -8 Stories (85') -8,109 SF Commerical -150,360 SF Residential -210 Units -294 Parking spaces	158,469	Unit Mix: -28 studio -132 1-bedroom -40 2-bedroom -10 3-bedroom Affordability: -3 studio -13 1-bedroom -4 2-bedroom -1 3-bedroom	Pending: Under Staff Review	Ross Fehrman
18	1925 Broadway	Scott Walter	90404	1925 Broadway 23ENT-0176	09/15/23	Use: 11-story residential project -322,704 Total SF -11 Stories (119') -322,704 SF Residential -240 Units -240 Parking spaces	322,704	Unit Mix: -203 1-bedroom -24 2-bedroom -13 3-bedroom Affordability: -20 1-bedroom -2 2-bedroom -2 3-bedroom	Pending: Under Staff Review	Ana Fernandez

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
19	2501 Wilshire Blvd	Laura Keirstead	90403	2501 Wilshire Blvd 23ENT- 0173	09/18/23	Use: 8-story mixed-use housing with ground floor commercial and residential units above -138,181 Total SF -8 Stories (85') -16,991 SF Commerical -121,190 SF Residential -170 Units -255 Parking spaces	138,181	Unit Mix: -19 studio -112 1-bedroom -30 2-bedroom -9 3-bedroom Affordability: -2 studio -11 1-bedroom -3 2-bedroom -1 3-bedroom	Pending: Under Staff Review	James Combs
20	1801 Santa Monica Blvd	Jason Bohle	90404	2501 Wilshire Blvd 23ENT- 0173	09/18/23	Use: 8-story residential project -158,469 Total SF -8 Stories (85') -116,911 SF Residential -145 Units -184 Parking spaces	116,911	Unit Mix: -21 studio -90 1-bedroom -25 2-bedroom -9 3-bedroom Affordability: -2 studio -9 1-bedroom -3 2-bedroom -1 3-bedroom	Pending: Under Staff Review	Becky Cho

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING AA's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	Total SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
21	1819 Santa Monica Blvd	Jason Bohle	90404	1819 Santa Monica Blvd 23ENT-0175	09/18/23	Use: 8-story residential project -117,399 Total SF -8 Stories (85') -114,699 SF Residential -143 Units -184 Parking spaces	117,399	Unit Mix: -21 studio -89 1-bedroom -25 2-bedroom -8 3-bedroom Affordability: -2 studio -9 1-bedroom -3 2-bedroom -1 3-bedroom	Pending: Under Staff Review	Becky Cho
22	2025 Wilshire Blvd	Jason Bohle	90403	2025 Wilshire Blvd 23ENT-0178	09/27/23	Use: 8-story mixed-use housing with ground floor commercial and residential units above -122,300 Total SF -8 Stories (85') -8,625 SF Commerical -101,560 SF Residential -150 Units -196 Parking spaces	122,300	Unit Mix: -22 studio -95 1-bedroom -24 2-bedroom -9 3-bedroom Affordability: -2 studio -9 1-bedroom -3 2-bedroom -1 3-bedroom	Pending: Under Staff Review	David Eng
Pending AA's - Total SF							2,763,699			

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: PENDING DEVELOPMENT AGREEMENTS

	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
1	4th/5th & Arizona	Applicant: Metropolitan Pacific Capital	90401	1301 4th St 14DEV003	8/12/14	Priority: Revenue Use: Mixed Use Office/Hotel/Residential/Cultural/Retail CEQA Status: EIR LUCE Tier: Downtown -12 stories/148' -420,000 sf total -48 units (42,000 sf) -209,000 sf office -200 hotel rooms (117,000 sf) -12,000 sf cultural -40,000 sf retail -1,100 subterranean parking spaces	420,000	Unit Mix: 8 Studios (17%) 22 one-bedroom (46%) 14 two-bedroom (29%) 4 three-bedroom (8%) Unit Size: Not specified yet Affordability: 48 very low income (100%)	Comm. Mtg: 9/8/14; PROJECT ON HOLD ARB Float Up: 12/5/14 PC Float Up: 6/3/15 CC Float Up: 10/20/15 PC Hearing: TBD CC Hearing: TBD	Jing Yeo

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: PENDING DEVELOPMENT AGREEMENTS

	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
2	1342 5th St Mixed Use Residential/Retail	Applicant: Jesse Ottinger for NMS Properties	90401	1342 5th St 16ENT-0103 16ENT-0168	8/2/16	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown - 5 stories/60' - 51 units - 54,564 SF retail - 77 parking spaces	48,625	6 - Studio 26 - 1 Bedroom 11 - 2 Bedroom 8 - 3 Bedroom Unit Size: TBD Affordability: 2 - 1 bedroom 30% AMI 2 - 2 bedroom 30% AMI Unit Size: TBD Affordability: Not specified yet	Pending AA submitted - to be withdrawn Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Gina Szilak

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: PENDING DEVELOPMENT AGREEMENTS

	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
3	603 Arizona Avenue Hotel/Restaurant	Applicant: 603 Arizona LP	90401	603 Arizona Ave 13DEV002	1/8/13	Priority: Revenue Use: Hotel CEQA Status: EIR LUCE Tier: Downtown - 7 stories/69'2" - 23,625 sf total - 63 hotel rooms (22,497 sf) - 1,128 SF restaurant - 51 subterranean parking spaces	23,625	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Pending: Resubmitted as hotel project. Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	TBD
4	601 Colorado Avenue Mixed Use Residential/Retail	Applicant: NMS Properties	90401	601 Colorado Ave. (Fritto Misto) 12DEV019 16ENT-0153	12/6/2012 resubmitted 8/22/16	Priority: Unit Mix & Affordability Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown -6 stories/84' -67,507 sf total -100 units (52,998 SF) -9,525 SF retail -153 subterranean parking spaces	67,507	Unit Mix: 20 Studio (20%) 50 one-bedroom 20 two-bedroom (20%) Unit Size: Not yet specified Affordability: 15 very low income units (15%) 5 moderate income 5%	Pending DR Submitted - to be withdrawn Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: PENDING DEVELOPMENT AGREEMENTS

	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
5	1431 Colorado Ave Mixed-Use Residential/ Retail/ Restaurant	Applicant: ARYA, LP	90404	1431 Colorado Ave 13DEV001	1/8/13	Priority: Affordability Use: Mixed Use Residential/Retail/Restaurant CEQA Status: TBD LUCE Tier: 3 - 4 stories/47' - 44,900 sf total - 50 units (38 studio/12 one- bedroom) - 10,475 SF retail - 2,110 SF restaurant - 140 subterranean parking spaces	44,900	Unit Mix: 38 studio, 12 one- bedroom Unit Size: Studio - 500 SF one-bedroom - 900 SF Affordability: 8 low income units (15%)	Pending - applicant considering redesign Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: PENDING DEVELOPMENT AGREEMENTS

	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
7	234 Pico Boulevard Mixed Use Residential/R etail	Applicants: GRT Portfolio Properties, Santa Monica	90405	234 Pico Blvd 12DEV022 (Bowling Alley)	12/11/12	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: TBD LUCE Tier: 3 -100,245 sf total -91 units (80,145 SF) -20,100 SF (9,000 SF existing) -260 subterranean parking spaces	100,245	Unit Mix: 45 one-bedroom (49%) 46 two-bedroom (51%) Unit Size: one-bedroom: 615 SF two-bedroom: 900 SF Affordability: 9 very low income units(10%) 3 low income units (3%)	Pending DR submitted - to be withdrawn Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Scott Albright
	Pending DAs - Total sqft						704,902			

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING DR's

	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
1	2709 Santa Monica Blvd	Saeed Zohari	90404	2709 Santa Monica Blvd 20ENT-0319	01/04/21	Use: New mixed-use building with art gallery, office, and 2 residential units -3 stories (36') -12,870 SF -23 Parking Spaces	12,870	Unit Mix: -2 2-bedroom	ARB Concept Review: TBD PC Hearing: TBD	Cary Fukui
2	1745 26th St	RCP Holdings X, LLC Attn: Laura Doerges	90404	1745 26th St 21ENT-0089	04/12/21	Use: New Tier 2 creative office building -4 stories (55') -26,800 SF -54 Parking Spaces	26,800	Unit Mix: N/A	ARB Concept Review: TBD PC Hearing: TBD	
3	3122 Nebraska Ave	3122 Nebraska Owner, LLC Attn: Laura Doerges	90404	3122 Nebraska Ave 21ENT-0288	12/22/21	Use: New Tier 2 creative office addition to existing office building -3 stories (46') -38,352 SF -99 Parking Spaces	38,352	Unit Mix: N/A	ARB Concept Review: TBD PC Hearing: TBD	Ana Fernandez

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING DR'S

	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
4	603 Arizona Ave	6th & Arizona LP Attn: Ralph Mechur	90401	603 Arizona Ave 22ENT-0129	04/22/22	Use: New 6-story hotel -8 stories (59') -19,168 SF -26 Parking Spaces	19,168	Unit Mix: N/A	ARB Concept Review: TBD PC Hearing: TBD	Cary Fukui
5	1420 20th St	E.D. Flores, LLC	90404	1420 20th St 22ENT-0305	12/12/22	Use: 6-story mixed-use housing with ground floor commercial and residential units above -63,706 Total SF -6 Stories (68') -4,908 SF Commerical -58,798 SF Residential -50 Units -62 Parking spaces	63,706	Unit Mix: -20 Studio -10 1-bedroom -15 2-bedroom -5 3-bedroom Affordability: -4 Studio -2 1-bedroom -3 2-bedroom -1 3-bedroom	ARB Concept Review: TBD PC Hearing: TBD	Roxanne Tanemori
6	1433 Euclid St	Scott Walter - WSC	90401	1433 Euclid St 23ENT-0022	02/10/23	Use: 18-story residential building with 200 units -207,379 Total SF -18 Stories (191') -207,379 SF Residential -200 Units -128 Parking spaces	207,379	Unit Mix: -184 1-bedroom -16 2-bedroom Affordability: -40 1-bedroom	ARB Concept Review: TBD PC Hearing: TBD	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS: PENDING DR's										
	NAME	APPLICANT	ZIP	ADDRESS/P ERMIT#	FILE DATE	DESCRIPTION	TOTAL SF	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS	PLANNER
7	1901 Wilshire Blvd	OrthoWest, LLC	90403	1901 Wilshire Blvd 23ENT-0140	08/08/23	Use: New Tier 2 medical office building -3 stories (41') -22,424 SF -28 Parking Spaces (adjacent parcel)	22,424	Unit Mix: N/A	ARB Concept Review: TBD PC Hearing: TBD	Ana Fernandez
8	1645 Euclid St	1655-57 Euclid Owner, LLC c/o Redcar Properties	90404	1645 Euclid St 23ENT-0199	10/13/23	Use: New Tier 2 creative office building -3 stories (45') -35,773 SF -78 Parking Spaces	35,773	Unit Mix: N/A	ARB Concept Review: TBD PC Hearing: TBD	David Eng
Pending DRs - Total SF							426,472			

CITY OF SANTA MONICA PROJECTS: PENDING ALCOHOL EXEMPTIONS

#	Name	APPLICANT	ZIP	ADDRESS/PERMIT #	FILE DATE	DESCRIPTION	PROCESS STATUS	PLANNER
1	Pali Hotel	Pali Hotel	90403	1001 3rd St 19ENT-0401	10/31/2019	Alcohol Exemption	Pending: under staff review	Ross Fehrman
2	Hotel Restaurant	Howard Laks	90401	516 Colorado Ave 22ENT-0069	3/11/2022	Alcohol Exemption	Pending: under staff review	Ross Fehrman
3	Marmalade Café	Marmalade Café	90401	525 Santa Monica Blvd 23ENT-0197	10/15/2023	Alcohol Exemption	Pending: under staff review	Ana Fernandez

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
1	SM Place Theaters	Applicant: Macerich Company	90401	315 Colorado Ave 13DEV010	10/15/2013	Priority: Revenue Use: Conversion of 44,247 SF. of existing vacant retail space on 3rd floor of SM Place into a maximum of 13 cinema screens and 1,500 seats CEQA Status: MND LUCE Tier: Downtown		Comm. Mtg: NA ARB Float Up: NA PC Float Up: NA CC Float Up: NA PC Hearing: 3/19/14 CC Hearing: 4/22/14 Approved CC 2nd Reading: 5/13/14	Laura Beck

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
2	401 Broadway DA Amendment	Fourth and Broadway, LLC	90401	401 Broadway 12DEV006	05/24/12	DA Amendment to add subterranean parking Previously Approved 12/14/11 for: 5-story (56') Mixed Use Residential/Retail -56 units (54 studio units + 2 one-bed units - 23,643 SF) - 4,172 SF retail - 2 Basement Levels: 1 level commercial use + 1 level residential amenities - 49 subterranean parking spaces		Approved: 11/12/13 Comm. Mtg: NA ARB Float Up: NA PC Float Up: NA CC Float Up: NA PC Hearing: 5/15/13 CC Hearing: 10/8/13 Approved CC 2nd Reading: 11/12/13	Paul Foley

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
3	Hampton Inn	Applicant: OTO Development LLC	90401	501 Colorado Ave 11DEV009	07/14/11	Priority: Revenue Use: 143-Room Hotel CEQA Status: EIR LUCE Tier: Downtown -78,750 SF total -5 stories, 75' feet in height -75 subterranean parking spaces		Approved: 11/26/13 Comm. Mtg: 10/27/11 ARB Float Up: 2/21/13 PC Float Up: 12/14/11 CC Float Up: 4/10/12 PC Hearing: 7/26/13; 10/23/13 CC Hearing: 11/12/13 Approved CC 2nd Reading	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
4	702 Arizona Avenue Mixed Use Residential/ Retail	Seventhandarizon a, LLC	90401	702 Arizona Ave 11DEV007	7/7/2011	Use: Mixed Use Residential/Retail LUCE Tier: Downtown -49 residential units -6,155 SF retail -70 subteranean parking spaces		Approved: 11/8/11 Comm. Mtg: NA ARB Float Up: NA PC Float Up: NA CC Float Up: NA PC Hearing: 9/21/11 CC Hearing: 11/8/11	Tony Kim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
5	710 Wilshire Hotel	Maxser & Company	90401	710 Wilshire Blvd 07DEV006	07/24/07	Use: Mixed Use Hotel/Retail LUCE Tier: Downtown ~165,000 SF total -284 rooms (150,000 SF) -15,000 SF retail -325 subterranean parking spaces		Approved: 4/10/12 Comm. Mtg: 4/16/09 Landmarks float-up: 5/11/09 ARB Float Up: NA PC Float Up: 6/10/09 CC Float Up: 5/25/10 PC Hearing: 1/25 and 2/15/12 CC Hearing: 3/20/12 2nd Reading; 4/10/12	Jing Yeo

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
6	829 Broadway	Criterion Santa Monica, LLC	90401	829 Broadway 12AA012	08/24/12	Convert 4,300 SF of commercial space to 19 units (existing 97 units for 116 units total) -42,680 SF total (40,290 SF residential; 2,390 SF retail) -SROs (285-361 SF); 1-BR (292-393 SF) -97 units: 82 at moderate income; 15 at low income -19 units: 16 at moderate income; 3 at low income		Approved: 6/12/13	Dennis Banks

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
7	1112 Pico Boulevard Residential	Applicant: Peter Bohlinger of Pico Eleven, LLP	90405	1112 Pico Blvd 12DEV008	06/12/12	Priority: Tier 2 Use: Residential CEQA Status: Exempt LUCE Tier: 2 - 3 stories/45' - 31,717 SF - 32 rental units - 66 subterranean parking spaces	Unit Mix: 32 two- bedroom (100%) Unit Size: Approx. 1,000 SF Affordability: 4 very low income units (12.5%) 11 price- regulated units (34.4%)	g	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
8	1317 7th Street Mixed Use Residential/ Retail	Seventhandarizon a, LLC	90401	1317 7th St 11DEV009	7/7/2011	Use: Mixed Use Residential/Retail LUCE Tier: Downtown -57 units -2,676 SF retail -83 subterraenean parking spaces		Approved: 11/8/11 Comm. Mtg: ARB Float Up: NA PC Float Up: NA CC Float Up: NA PC Hearing: 9/21/11 CC Hearing: 11/8/11	Tony Kim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
9	1318 2nd Street Mixed Use Residential/ Retail	1320 Second Street, LLC	90401	1318 2nd St. 12DEV001	01/13/12	Priority: Pipeline Use: Mixed Use Residential/Retail LUCE Tier: Downtown - 39,837 SF total - 53 units (38,647 SF) - 6,537 SF retail - 66 subterranean parking spaces		Approved: 6/25/13 Comm. Mtg: 5/10/12 ARB Float Up: 3/21/13 PC Float Up: N/A CC Float Up: N/A PC Hearing: 3/20/13, 4/3/13 CC Hearing: 5/14/13 2nd Reading: 6/25/13	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
10	Mini Dealership Applicant: Quinn Automotive Group	Q6 Real Estate Inc.	90404	1402 Santa Monica Blvd 12DEV020	12/06/12	Priority: Revenue Use: Auto Dealership CEQA Status: EIR LUCE Tier: 2 - 3 stories/35' - 32,675 SF - 135 parking spaces (17 at grade/118 subterranean)	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved: 7/8/14 Comm. Mtg: 3/28/13 ARB Float Up: 6/3/13 PC Float Up: 10/16/13 CC Float Up: 12/10/13 PC Hearing: 5/28/14 CC Hearing: 7/8/14	Russell Bunim
11	1425 5th Street Mixed Use Residential/ Retail		90401	1425 5th St	04/17/12	Use: Mixed Use Residential/Retail LUCE Tier: Downtown -59,564 SF total -100 units (55,064) -4,500 SF Retail		Withdrawn: 7/23/13 Comm. Mtg: TBD PC Hearing: TBD CC Hearing: TBD	Grace Page

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
12	1543 7th Street Conversion to Residential (Administrative Approval)		90401	1543 7th St 12AA014	12/4/2012	Conversion of Office to Mixed-Use Residential/Retail -20,350 SF total -43 units (19,621 SF) -30 SRO (282-375 SF); 13 Studio (393-480 SF) of which 4 units @ VLI -729 SF Retail		Withdrawn: 7/23/13	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
13	Courtyard Marriott Applicant: OTO Development LLC	Palmetto Hospitality of Santa Monica I, LLC	90401	1554 5th St 11DEV010	07/14/11	Priority: Revenue Use: 136-Room Hotel CEQA Status: EIR LUCE Tier: Downtown -78,750 SF total -6 stories, 77 Feet -78 subterranean parking spaces		Approved: 11/12/13 Comm. Mtg: 10/27/11 ARB Float Up: 2/21/13 PC Float Up: 10/14/11 CC Float Up: 4/10/12 PC Hearing: 7/24/13; 10/2/13 CC Hearing: 11/12/13 CC 2nd Reading: 11/26/13	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS ³	PLANNER
14	1613 Lincoln Boulevard Mixed Use Residential/Retail Applicant: Cypress Equity Investments, LLC		90404	1613 Lincoln Blvd (Wertz Brothers) 12DEV024	12/11/12	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 44,443 SF - 56 units (35,888 SF) - 8,555 SF retail - 75 subterranean parking spaces	Unit Mix: 24 studios (43%) 28 one-bedroom (50%) 4 3bdrm (7%) Unit Size: studio 491 SF one-bedroom 663-831 SF two-bedroom 1,095 SF Affordability: 5 very low income units (9%) 2 low income	Withdrawn: 3/31/15 Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Ariel Socarras

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
15	1637 Lincoln Boulevard Mixed Use Residential/ Retail Applicant:		90404	1637 Lincoln Blvd (Joann Fabrics) 12DEV023	12/11/12	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: Exempt -55,800 SF -75 units (46,470 SF) -9,330 SF retail -114 subterranean parking spaces	Unit Mix: 19 studios (25%) 52 one- bedroom (69%) 4 two- bedroom (3%) Unit Size: Studio 450 SF one-bedroom 660 SF two-bedroom 900 SF Affordability: 7 very low (10%) 3 low (4%)	Withdrawn: 3/31/15 Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Ariel Socarras

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
16	Papermate	Applicant: Hines	90404	1681 26th St 10DEV002	05/20/10	Priority: Pipeline Use: Mixed Use Creative Arts/ Residential/ Neighborhood Commercial LUCE Tier: 3 ~766,000 SF total -498 units (361,000 SF) -375,000 SF creative arts -30,000 SF neighborhood commercial -1,926 subterranean parking spaces		Approval rescinded / Project denied: 5/13/14 Comm. Mtg: 12/15/09 ARB Float Up: NA PC Float Up: 1/27/10 CC Float Up: 3/22/11; 8/23/11 PC Hearing: 7/10/13, 9/11/13, 10/23/13, 11/20/13, 12/4/13 CC Hearing: 2/11/14	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
17	Crossroads School Science Learning Center	Applicant: Crossroads School	90404	1731 20th St 12DEV013	10/18/12	Priority: Education Use: Science Learning Center LUCE Tier: 2 ~29,356 SF -12 classrooms (7 net new) -3 stories		Approved 6/25/13 Comm. Mtg: 11/26/12 ARB Float Up: NA PC Float Up: NA CC Float Up: NA PC Hearing: 4/17/13 CC Hearing: 6/25/13	Tony Kim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
18	2041 Colorado Mixed Use Residential/ Retail Applicant: Plus Architects		90401	2041 Colorado Avenue 13DEV003	02/19/13	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: EIR LUCE Tier: 3 -4 stories/47' - 179,922 SF -174 units (157,819 SF) -18,645 SF Commercial - 380 subterranean parking spaces	Unit Mix: 92 studio (53%) 57 one- bedroom (33%) 24 two- bedroom (14%) 1 three- bedroom (.05%) Unit Size: Not specified yet Affordability: 18 very low income units (10%) 18 moderate income units (10%)	Withdrawn: Comm. Mtg: TBD ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Laura Beck

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
19	2121 Cloverfield Boulevard Mixed Use Residential/ Retail		90404	2121 Cloverfield Blvd	07/12/12	Use: Mixed Use Residential/Retail LUCE Tier: 3 -156 units -23,000 SF retail		Withdrawn: 8/31/13 Commercial Mtg: 10/22/12 PC Float Up: TBD CC Float Up: TBD	Paul Foley
20	Subaru of Santa Monica	Ron Davis	90405	2700 Lincoln Blvd. 14DEV001	5/22/2014	Priority: Revenue Use: Auto Dealership CEQA Status: EIR LUCE Tier: - 2 stories/30'6" - 41,316 SF -General Plan Amendment Required	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Withdrawn: 07/16/14	Jing Yeo

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
21	2834 Colorado Avenue	Applicant: Colorado Creative Studios LLC	90404	2834 Colorado Avenue 08DEV-001	5/20/2008	Use: Creative Office and Neighborhood serving use 191,982 SF commercial space 640 subterranean parking spaces	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved: 07/26/11	Paul Foley

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
22	Roberts Center	Applicant: The Roberts Company	90404	2848-2912 Colorado Ave 11DEV016	11/30/11	Priority: Pipeline Use: Mixed Use Creative Office/Residential/Neighborhood Commercial CEQA Status: EIR LUCE Tier: 3 - 304,368 SF -245 units (201,316 SF) -37 live/work units (36,210 SF) -19,610 SF retail -4,990 SF restaurant - 4,500 office - 495 subterranean parking spaces	Unit Mix: 85 studios (35%) 111 one-bedroom (45%) 49 two-bedroom (20%) Unit Size: Not specified yet Affordability: Not specified yet	WITHDRAWN: 3/10/15 Comm. Mtg: 5/7/09 ARB Float Up: 6/16/14 PC Float Up: 11/10/10 CC Float Up: 7/12/11 PC Hearing: TBD CC Hearing: TBD * Preceded current process	Laura Beck
23	2901 Santa Monica Boulevard 100% Affordable (Administrative Approval)		90404	2901 Santa Monica Blvd 12AA001	1/20/2012	Use: Residential -50 units -8,000 SF retail/office		Approved: 10/10/12	Jing Yeo

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
24	2919 Wilshire Mixed Use Residential/ Retail		90403	2919 Wilshire (Jerry's Liquor)	11/1/2012	Use: Mixed Use Residential/Retail LUCE Tier: 3 -83 units -9,000 SF retail		Withdrawn: 8/26/13 Comm. Mtg: TBD PC Float-Up: TBD CC Float-Up: TBD	Scott Albright
25	Village Trailer Park	Applicant: Village Trailer Park LLC	90404	2930 Colorado Ave 07DEV005	06/25/07	Use: Mixed Use Creative Office/ Residential/ Neighborhood Commercial CEQA Status: EIR LUCE Tier: 3 ~341,290 SF total -216 condos; 161 Apartments (316,350 SF) -4,250 SF creative office -20,700 SF neighborhood commercial -705 subterranean parking spaces		Approved 3/19/13 Comm. Mtg: ARB Float Up: PC Float Up: NA CC Float Up: NA PC Hearing: 5/23/12, 5/30/12, 6/20/12 CC Hearing: 3/19/13 2nd Reading: 4/9/13	Tony Kim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
26	Paseo Nebraska		90404	3025 Olympic Blvd	06/21/12	Use: Mixed Use Residential/Creative Office/Retail LUCE Tier: 3 -545 units -80,000 SF of commercial space -Subterranean parking; extension of Berkeley Street; surface easement for potential future extension of Stanford Street		Withdrawn: 6/24/13	
27	3402 Pico Boulevard Mixed Use Residential/ Retail		90405	3402 Pico Blvd	12/15/11	Use: Mixed Use Residential/Retail LUCE Tier: 3 -171,730 SF total -260 units -2,999 SF commercial -505 subterranean parking spaces		Withdrawn: Comm. Mtg: 1/26/12 PC Float Up: 7/18/12 CC Float Up: 11/27/12 PC Float Up: 6/19/13	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
28	Le Meridien DA Amendment	Bayview CA Limited Partnership	90405	530 Pico Blvd 14DEV002	06/24/14	Modify provisions in existing DA		Withdrawn 9/16/05	
29	1415 5th Street Mixed Use Residential/ Retail	Applicant: NMS Properties	90401	1415 5th St 12DEV003	4/17/12	Priority: Affordability Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown - 6 stories/84' - 52,545 sf total - 64 units (42,792 SF) - 7,535 SF Retail - 105 subterranean parking spaces	Unit Mix: 13 studios (20%) 31 one- bedroom (48%) 13 two- bedroom (20%) 7 three- bedroom (12%) Unit Size: Studio - 452 SF one-bedroom 571-600 SF two-bedroom - 850-898 SF three- bedroom 1,079 SF Affordability:	Approved 10/13/15 Comm. Mtg: 8/1/13 ARB Float Up: 3/17/14 PC Float Up: 11/12/14 PC Hearing: 7/22/15 CC Hearing: 10/13/15	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
30	1560 Lincoln Boulevard Mixed Use Residential/ Retail	Applicant: NMS Properties	90401	1560 Lincoln Blvd (Denny's) 12DEV017	12/4/12	Priority: Unit Mix & Affordability Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 5 stories/60' - 102,475 sf total - 100 units (85,700 SF) - 20% affordable units - 13,775 SF retail - 232 subterranean parking spaces	Unit Mix: 7 studios (10%) 39 one- bedroom (36%) 44 two- bedroom (44%) 10 three- bedroom (10%) Unit Size: Not specified yet Affordability: 10 very low income units (10%) 10 low income units(10%)	Approved 10/13/15 Comm. Mtg: 8/8/13 ARB Float Up: 9/16/13 PC Float Up: 6/25/14 & 11/12/14 PC Hearing: 7/22/15 CC Hearing: 10/13/15	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS ³	PLANNER
31	3032 Wilshire Mixed Use Residential/Retail		90404	3032 Wilshire Blvd 12DEV013 (BofA)	11/1/12	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: TBD LUCE Tier: 3 - 5 stories, 60' - 81,125 sf total - 100 units (69,125 SF) - 12,000 SF retail - 199 subterranean parking spaces	Unit Mix: 30 studio (30%) 65 one-bedroom (65%) 5 two-bedroom (5%) Unit Size: Studio - 500 SF one-bedroom - 650 SF two-bedroom - 960 SF Affordability: 10 very low income units (10%) 5 low income	Withdrawn 11/25/15 Comm. Mtg: 9/19/13 ARB Float Up: TBD PC Float Up: TBD CC Float Up: TBD PC Hearing: TBD CC Hearing: TBD	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
32	1601 Lincoln Boulevard Mixed Use Residential/ Retail	Applicant: FSTAR 1601 LLC	90404	1601 Lincoln Blvd (Norms) 12DEV011	8/24/12	Priority: Unit Mix Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 5 stories/57' -78,687 sf total -10,617 SF commercial - 90 units - 154 subterranean parking spaces	Unit Mix: 17 studio (19%) 46 1bdrm (50%) 18 2bdrm (20%) 9 3bdrm (10%) Unit Size: Studio 430- 460 SF one-bedroom 704 SF two-bedroom 962 SF three- bedroom 1,065 SF Affordability: 13 units very low (10%); 5 units low (10%)	Approved 12/8/15 Comm. Mtg: 11/8/12 ARB Float Up: 7/15/13 PC Float Up: 6/25/14 PC Hearing: 9/16/15 CC Hearing: 12/8/15	Ariel Socarras

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
33	Commercial Addition	Applicant: Matthew Lehman	90401	101 Wilshire Blvd. 15ADM-0028	7/28/2015	2,261 sq.ft. Service building at Miramar Hotel	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
34	3008 Santa Monica Boulevard Mixed Use Residential/Retail	Applicant: David Forbes Hibbert	90404	3008 Santa Monica Blvd 15ENT-0313 15ENT-0314	09/24/15	Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -24,829 sf total -26 units (20,531 SF) -3,397 sf ground floor commercial -4 stories (36') -64 subterranean parking spaces -Request for waiver from Tier 2 unit mix requirements	Unit Mix: 3 Studio (12%) 12 one-bedroom (46%) 7 two-bedroom (27%) 4 three-bedroom (15%) Unit Size: Studio - N/A one-bedroom - N/A two-bedroom - N/A three-bedroom - N/A Affordability: 4 very low income units (15%)	Approved 12/16/15	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
35	Office and Retail	Applicant: Ronald Udall	90405	3205 Pico Blvd 15ADM-0034 15ENT-0293 15ENT-0294	8/25/2015	4,704 sq.ft. Office and retail -Variance for parking lifts -CUP for office use in NC zone	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 1/20/16	Michael Rocque
36	3008 Santa Monica Boulevard Mixed Use Residential/Retail	Applicant: David Forbes Hibbert	90404	3008 Santa Monica Blvd 11DEV015	10/27/11	Priority: Tier 2 Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -24,373 sf total -27 units (20,685 SF) -3,532 SF ground floor commercial -3 stories -69 subterranean parking spaces	Unit Mix: 7 SRO (26%) 14 one-bedroom (52%) 6 two-bedroom (22%) Unit Size: Studio - 586 SF one-bedroom - 736 SF two-bedroom - 815 SF Affordability: 3 very low income units (10%)	Withdrawn 2/29/16	Russell Bunim
37	Samantha Jeong Yu		90405	2901 Ocean Park Blvd 15ADM-0040	9/1/2015	AE for sushi restaurant Type 41		Approved	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
38	Commercial Addition	Applicant: Greg Balen	90404	1301 Colorado 15ADM-0015	6/9/2015	3,259 sq.ft. mezzanine addition creative office	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved	Steve Mizokami
39	1211 12th Street Condos	Applicant: Turtle Development LLC	90401	1211 12th Street 05TM-009	03/31/2005 (TM)	Use: Residential Condos CEQA Status: Exempt LUCE Tier: N/A -13 units -3 stories/35 feet -30 parking spaces -Project precedes LUCE and is subject to Ordinance 2131 per vesting map filed in 2005	Unit Mix: N/A Unit Size: N/A Affordability: Fee	Approved 5/11/16 Note DR withdrawn May 2016	Russell Bunim
40	1337 7th Street Fire Station #1	Applicant: City of Santa Monica	90401	1337 7th Street 15ENT-0334	11/24/2015	Use: Fire Station CEQA Status: MND LUCE Tier: Downtown -3 stories/40 feet	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 4/6/16	Ariel Socarras

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
41	1626 Lincoln Blvd 100% Affordable Housing	Applicant: Community Corporation of Santa Monica	90404	1626 Lincoln Blvd 15ENT-0306 15ENT-0307 15ENT-0308	09/15/15	<p>Use: 100% Affordable Housing</p> <p>CEQA Status: EIR (part of 500 Broadway)</p> <p>LUCE Tier: 2</p> <p>-55,717 sf total</p> <p>-64 units (53,509 sf)</p> <p>-2,208 sf ground floor community rooms</p> <p>-5 stories (55')</p> <p>-64 subterranean parking spaces</p> <p>-Off-site AHPP obligation for 500 Broadway DA (site acquisition model)</p> <p>-Request for Zone Change and General Plan Map Amendment</p>	<p>Unit Mix:</p> <p>1 Studio (1%)</p> <p>29 one-bedroom (45%)</p> <p>17 two-bedroom (27%)</p> <p>17 three-bedroom (27%)</p> <p>Unit Size:</p> <p>Studio - TBD</p> <p>one-bedroom - TBD</p> <p>two-bedroom - TBD</p> <p>three-bedroom - TBD</p> <p>Affordability:</p> <p>50% AMI</p>	Approved 5/11/16	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
42	500 Broadway Mixed Use	Applicant: DK Broadway LLC	90401	500 Broadway 13DEV008	8/27/13	Priority: Unit Mix Use: Mixed Use Residential/Retail CEQA Status: EIR LUCE Tier: Downtown - 7 stories/84' - 326,151 sf total - 249 units (262,009 SF) - 63,690 SF ground floor and subterranean commercial - 540 subterranean parking spaces	Unit Mix: 49 studios (20%) 107 one-bedroom (43%) 67 two-bedroom (27%) 26 three-bedroom (10%) Unit Size: Studio 560 SF one-bedroom 800 SF two-bedroom 1150 SF three-	Approved 5/10/16	Steve Mizokami
43	3-unit Residential Condo	Applicant: Howard Laks	90405	2512 7th Street 15ADM-0071	12/24/2015	3-unit condo in Ocean Park	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 5/2	Rathar Duong

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
44	2834 Colorado Ave Office	Applicant: Jack Walter	90404	2834 Colorado Ave 16ENT-0003	1/14/16	DA Modification to allow research & development offices as a permitted use		Withdrawn 7/26/16	Ariel Socarras
45	Scott Schonfeld		90401	1315 3rd St Prom 16ADM-0024	3/3/2016	AE for Food Court		Approved	Steve Mizokami
46	1637 Lincoln Blvd	Applicant: FSTAR 1637 LLC	90404	1637 Lincoln Blvd. 16ENT-0037	3/24/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -6 stories/50 feet -82,463 sf total -98 units (75,963 sf) -6,500 sf retail -136 parking spaces		Voided and merged with 1613 Lincoln Blvd (16ENT-0036)	Grace Page

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
47	1248 5th Street Creative Office (Former Post Office)	Applicant: Antony Biddle	90406	1248 5th St 15ENT-0138 Appeal 16ENT- 0065	03/05/15	Use: Creative Office CEQA Status: MND -Add 12,852 sf (total 46,820 sf including 16,022 sf basement) -Increase height of building to 32 feet -25 parking spaces (existing) -Parking variance for reduction of 23 spaces	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Council denied appeal and upheld Planning Commission approval 8/10/16	Scott Albright
48	2341 Michigan Ave Parking Structure & Commercial	Sanjo investments for Mattkarr properties LLC	90404	2341 Michigan Ave 15ENT-0265	06/24/15	Use: Parking Structure/Commercial CEQA Status: Exempt LUCE Tier: 1 -93,000 sf parking garage (2 levels above, 2 levels subterranean) -1,000 sf commercial	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 8/17/16	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
49	3-unit Residential Condo	Applicant: MLR Ventures LLC	90405	212 Bay Street 15ADM-0068	12/3/2015	3-unit condo in Ocean Park	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 9/1	Steve Mizokami
50	2-unit Residential Condo	Applicant: Omer Ivanir	90405	723 Pier Avenue 15ADM-0069	12/3/2015	2-unit condo in Ocean Park	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 3/1	Michael Rocque
51	1641 Lincoln Blvd Mixed Use Residential/ Retail	Applicant: FSTAR 1641 LLC	90404	1641 Lincoln Blvd 16ENT-0058	4/21/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -6 stories/50 feet -47,250 sf total -66 units (41,250 sf) -6,000 sf retail -98 parking spaces	Unit Mix: 7 studio 23 one- bedroom 9 two- bedroom 7 three- bedroom Affordability: TBD	Approved 9/21/16	Ariel Soccarras

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
52	City Services Building	Applicant: City of Santa Monica	90401	1685 Main St 16ENT-0140	9/1/2016	Use: Government CEQA Status: EIR Addendum LUCE Tier: N/A -3 stores/45 feet -45,000 sf office	Unit Mix: N/A Affordability: N/A	Approved 1/24/17	Liz Bar-El
53	3021 Lincoln Blvd		90405	3021 Lincoln Blvd 17ADM-0008	2/2/2017	AE - Change Type 41 to Type 47		Approved 2/2/17	Paul Foley

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
54	1613 Lincoln Blvd Mixed Use Residential/ Retail	Applicant: FSTAR 1613 LLC	90405	1613 Lincoln Blvd. 16ENT-0036 16ENT-0144	3/24/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -5 stories/50 feet -155,190 sf total -193 units (143,692sf) -11,498 sf retail -393 parking spaces	Unit Mix: 28 studio 95 one- bedroom 41 two- bedroom 29 three- bedroom Availability 6 Extremely Low one- bedroom 3 Extremely Low two- bedroom	Approved 3/15/17	Ariel Socarras

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
55	2nd Unit residential	Applicant: Gilliland Geraldine Tr.	90405	208 Bicknell 16ADM-0092	10/6/2016	1,889 sf addition to duplex	Unit Mix: Two 3-bdrm units Unit Size: 1563 sq.ft. 1870 sq.ft. Affordability: TBD	Approved 3/6/17	Ariel Socarras
56	Commercial Building	Applicant: Brian Nelson	90403	1517 Montana Ave 16ADM-0074	7/7/2016	2,500 SF commercial building	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 10/	Ariel Socarras
57	Addition to Enterprise Rental Car	Applicant: Larry Casarez	90403	1719 Wilshire Blvd 16ADM-0077	7/12/2016	Addition to car rental building	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved: De	Cary Fukui

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
58	Commercial Building	Applicant: Will Shepphird	90402	201 Palisades Beach Road 16ADM-0138	12/22/2016	2,205 sf addition to Beach Club	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Approved 4/1	Michael Rocque
59	1238 7th St Mixed Use Residential Retail	Applicant: Jesse Ottinger for NMS 1238 7th LLC	90401	1238 7th St 16ENT-0109 16ENT-0163	8/2/16	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown - 5 stories/60' - 24 units - 3,247 SF retail - 22 parking spaces - 21,018 Total SF	Unit Mix: TBD Unit Size: TBD Affordability: 49 - SRO	withdrawn - 4/24/2017	Grace Page
60	Appeal of AE for Mendocino Farms	Elizabeth Valerio	90401	631 Wilshire Blvd 15ENT-0328	8/18/2015	Appeal of AE for Mendocino Farms Type 41 (15ADM-0033)		AE withdrawn	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
61	1650 Lincoln Boulevard Mixed Use Residential/ Retail	Applicant: NMS Properties	90404	1650 Lincoln Blvd 11DEV014	8/30/11	Priority: Unit Mix Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 5 stories/60' - 43,844 sf total - 1,709 SF retail - 79 units - 129 subterranean parking spaces/9 motorcycle spaces	Unit Mix: 3 SRO (4%) 57 one- bedroom (72%) 13 two- bedroom (16%) 6 three- bedroom (8%) Unit Size: SRO - 345 SF one-bedroom - 340-346 SF two-bedroom - 850 SF three- bedroom - 920-926 SF Affordability: 28 moderate income units (35%)	Pending DR submitted - to be withdrawn Comm. Mtg: 1/17/12 ARB Float Up: 3/17/14 PC Float up: TBD CC Float-up: NA PC Hearing: TBD CC Hearing: TBD	Paul Foley

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
62	1660 Lincoln Boulevard Mixed Use Residential/ Retail	Applicant: NMS Properties	90404	1660 Lincoln Blvd 12DEV005	6/16/11	Priority: Unit Mix Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 5-story/60' - 40,961 sf total - 74 units (39,377 SF) - 1584 SF retail - 119 subterranean parking spaces/4 motorcycle spaces	Unit Mix: 12 SRO (16%) 46 one- bedroom (62%) 11 two- bedroom (15%) 5 three- bedroom (7%) Unit Size: SRO - 342-356 SF one-bedroom - 371-417 SF two-bedroom - 850-933 SF three- bedroom - 930 SF Affordability: 25 Moderate (34%)	Pending DR submitted - to be withdrawn Comm. Mtg: 1/17/12 ARB Float Up: 3/17/14 PC Float Up: TBD CC Float Up: NA PC Hearing: TBD CC Hearing: TBD	Paul Foley

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
63	Breakroom conversion to 2 studios (Lido Hotel Apartments City Landmark)	Applicant: Andrew Odom	90401	1455 4th Street 15ADM-0066	11/17/2015	Convert breakroom to 2 studio dwelling units within Lido Hotel Apartments (City Landmark)	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Withdrawn 2	TBD
64	2-unit Residential Condo	Applicant: Barbara Coffman	90405	2433 6th St 15ADM-0050	10/1/2015	2-unit condo in Ocean Park Withdrawn	Unit Mix: N/A Unit Size: N/A Affordability: N/A	Withdrawn	Steve Mizokami
65	Commercial Building	Applicant: Romano 1201 Third Street Promenade LLC	90401	1201 3rd Street Promenade 17ADM-0001	1/10/2017	Addition of 3,154 sf	43,615	Approved 6/16/17	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
66	Commercial Building	Applicant: Matt Howell, Lincoln Property Company	90404	2041 Colorado Ave 17ADM-0005	1/24/2017	15,000 sf creative office addition -32'0" -165 parking spaces (96 new)	70,900	Approved 6/1	Grace Page
67	1318 4th Street ArcLight Movie Theatre	Applicant: Pacific Theatres Exhibition Corporation	90401	1318 4th Street 15ENT-0225	4/9/15	Priority: Revenue Use: Movie Theatre CEQA Status: EIR LUCE Tier: Downtown -4 stories/84' -100,000 sf total -10,000 restaurant/retail -12-16 movie screens -2,400-2,700 seats	100,000	Withdrawn	Liz Bar-El

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
68	AA for new 6 story Affordable Housing	Applicant: John Waldron	90401	1437 5th Street 17ENT-0097	6/22/2017	6-Story Building with ground floor Lobby and commercial, 43 units, second to sixth floor residential and two subterranean parking levels	27,751	Approved 6/2	Russell Bunim
69	423 Ocean Ave Ownership Residential	Applicant: Adele Chang for SM Ocean Star LLC	90402	423 Ocean Ave 16ENT-0096 (DR) 16ENT-0131 (VTM) 16ENT-0097 (VAR)	7/19/2016 Under Settlement Agmt processed under 1988 zoning ordinance	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: N/A -3 stories/40 feet -12 condos -26 parking spaces	27,449	Approved 6/21/17	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
70	AA for New Second Story Approx. 6,211 SF	Applicant: MB Americas Third Street Promenade PropCo LP	90401	1437 3rd St. Prom. 17ENT-0054	5/4/2017	2nd story addition -Total SF to increase -2 Stories/ Height: 31'-3" -Commercial SF: 12,343 -Parking Space: None on-site (located in parking assessment district); but will be required to pay the in-lieu fee for 21 spaces.	12,343	Pending: under staff review	Ross Fehrman
71	1550 Euclid St Mixed Use Retail/Office	Applicant: Alley Properties LLC	90404	1550 Euclid St 16ENT-0196	11/17/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -3 stories/39 feet -39,000 sf retail/office	39,000	Approved 11/1/17	Grace Page

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
72	60-unit Rental Apartments	Applicant: NMS Yale LLC	90404	2901 Santa Monica Blvd 16ADM-0050	5/12/2016	Use: Residential CEQA Status: Exempt -28,683 sf total -60 units (23,388 sf) -5,100 sf retail -80 parking spaces	28,683	Approved	Gina Szilak
73	3-unit Residential Condo	Applicant: Cody Hall	90405	2102 5th St 16ADM-0051	5/19/2016	3 unit condo in Ocean Park -Pending redesign	Pending	Approved	Steve Mizokami
74	Adaptive re- use of Sears	Applicant: Seritage	90401	302 Colorado Ave 17ADM-0029	4/4/2014	Add 7,450 sf -3 stories, no change to existing height -179 total parking spaces	102,385	Approved	Steve Mizokami

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
75	3025 Olympic Blvd Mixed Use Residential/ Creative Office	Applicant: Matt Bean for Nebraska Studios LLC	90404	3025 Olympic Blvd 16ENT-0118	8/11/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 1 -3-4 stories/39 feet -172 units -75,247 sf creative office -8,500 sf commercial -453 parking spaces	103,089	Withdrawn	Grace Page
76	1443 Lincoln Blvd Mixed Use Residential/ Retail	Applicant: Jesse Ottinger for Luxe 1441 Lincoln LLC	90401	1443 Lincoln Blvd 16ENT-0098 16ENT-0142	7/21/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -5 stories/50 feet -43 units -76 parking spaces -3,598 sf commercial	33,843	Approved 12/13/17	Grace Page

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
77	601 Wilshire Blvd Mixed Use Residential/ Retail	Applicant: Jesse Ottinger for NMS 601 Wilshire LLC	90401	601 Wilshire Blvd 90401 16ENT-0115 16ENT-0155	8/4/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -4 stories/50 feet -43 units -6,589 sf commercial -70 parking spaces	32,891	Approved 12/13/17	Russell Bunim
78	Addition/re model to 4- unit apartment	GOLAY,KECIA	90405	2817 3rd Street 17ENT-0159	8/22/2017	Addition/remodel - 4-unit apt. 2 stories, 27.58' Required to provide one additional parking space, it will be uncovered and it is the only required parking space on the site.	3,185	Approved 2/2	James Combs

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
79	2903 Lincoln Blvd Mixed Use Residential/ Retail	Applicant: Lincoln Lot 7 LLC	90405	2903 Lincoln Blvd 16ENT-0034 (CUP) 16ENT-0035 (DR)	3/24/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -4 stories/36 feet -61,322 sf total -44 units (38,866 sf) -22,456 sf retail -144 parking spaces CUP is for alcohol sales	61,322	Approved 1/10/18	Michael Rocque
80	1318 Lincoln Blvd Mixed Use Residential/ Retail	Applicant: Jesse Ottinger for NMS1318Lincoln LLC	90401	1318 Lincoln Blvd 16ENT-0102	7/28/2016	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -5 stories/50 feet -43 units -3,224 sf commercial -70 parking spaces	33,703	Approved 2/7/18	Scott Albright

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
81	2225 Broadway		90404	2225 Broadway 17ENT-0095	6/22/2017	Use: Mixed Use Residential/Retail CEQA Status: TBD LUCE Tier: 2 -16 units -3,100 sf retail -Request for Major Modification for reduced ground floor height	16,058	Approved 1/10/18	Liz Bar-El
82	1450 Cloverfield		90404	1450 Cloverfield	6/22/2017	34-units (3 affordable) 34,296 sq.ft. Tier 2, 35' height	34,296	Approved 1/10/18	Liz Bar-El
83	1443 Lincoln Boulevard Mixed Use Residential/ Retail	Applicant: NMS Properties	90401	1443 Lincoln Blvd 12DEV007 16ENT-0142	6/7/12	Priority: Unit Mix Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 6 stories/60' - 41,248 sf total - 60 units (37,200 SF) - 157 subterranean parking spaces	41,248	Withdrawn 4/6/18	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
84	401 Ocean Ave Tier 2 - Add 3 condos		90402	401 Ocean Ave. 17ENT-0138	08/01/17	Use: Residential	17,324	Approved 3/7/18	
85	2929 Pico Blvd.		90405	2929 Pico Blvd.	03/09/17	New 2-story 18,000 sf Commercial building over 2 levels of subterranean parking	18,000	Approved 3/7/18	
86	1650 Lincoln Blvd Mixed Use Residential/Retail	Applicant: 1650 Lincoln NMS LLC	90404	1650 Lincoln Blvd 16ENT-0073 16ENT-0167	5/25/2016 (incomplete submittal: missing TDM plan)	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 2 -6 stories/50 feet -100 units (63,325 sf) -6,569 sf retail -145 parking spaces	69,894	Approved 4/4/18	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
87	1318 Lincoln Mixed Use Residential/ Retail	Applicant: NMS Properties	90401	1318 Lincoln Blvd 13DEV006 16ENT-0161	8/6/2013	Priority: Unit Mix Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: 3 - 6 stories/60' - 41,253 sf total - 60 units (38,640 SF) - 2613 SF retail - 160 subterranean parking spaces	41,253	Withdrawn 4/11/18	
88	3008 Santa Monica Blvd	MARKEVICIUS, ALBINAS AND VITA TRS A AND V MARKEVICIUS TRUST	90404	3008 Santa Monica Blvd. 18ENT-0036 15ENT-0313	02/20/18	DR Amendment - change affordability of units from Low Income to Extremely Low Income; reduce affordable units from 4 to 2 units		Approved 4/18/18	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
89	1235 5th Street Mixed Use Residential/ Retail	Applicant: David Forbes Hibbert for JAMNAN Properties LP	90401	1235 5th Street 13DEV009	10/8/2013	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown - 5 stories/60' - 24,170 sf total - 27 units (22,505 SF) - 1,360 SF retail - 24 subterranean parking spaces	24,170	Withdrawn 4/18/18	
90	1325 6th Street Mixed Use Residential/ Retail	Applicant: NMS Properties	90401	1325 6th St 12DEV005 16ENT-0143	5/3/2012 resubmitted 6/25/15	Priority: Fire Station #1 Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown - 6 stories/59' - 44,944 sf total - 61 units (34,730 SF) - 10,214 SF retail - 136 subterranean parking spaces	44,944	Approved 11/28/17	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
91	1430 Lincoln Boulevard Mixed Use Residential/ Retail	Applicant: NMS Properties	90401	1430 Lincoln Blvd. 15ENT-0266 16ENT-0152	6/25/15	Priority: Tier 2 Use: Mixed Use Residential/Retail CEQA Status: TBD LUCE Tier: 2 - 5 stories/50' - 67,237 sf total - 100 units (61,327 SF) - 5,910 SF retail - 255 subterranean parking spaces	67,237	Approved 11/28/17 Unit Mix: 25 studio (25%) 50 one- bedroom (50%) 25 two- bedroom (25%) Unit Size: Not specified yet Affordability	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
92	525 Colorado Avenue Mixed Use Residential/ Retail	Applicant: BCP 525 Colorado LLC	90401	525 Colorado Ave 12DEV012	9/6/2012 resubmitted 8/16/16	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: TBD LUCE Tier: Downtown -7 stories/84' -55 units -3,677 SF retail -125 subterranean parking spaces	41,145	Withdrawn 6/28/18 Unit Mix: 49 studio (64%) 14 one- bedroom (18%) 14 two- bedroom (18%) Unit Size: Studios - 366- 413 SF. one- bedroom - 482-586 SF two- bedroom - 803-876 SF Affordability : 8 very low income studios	Paul Foley

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY²	PROCESS STATUS³	PLANNER
93	3-unit Residential Condo	Applicant: MAV Partners LLC	90405	122 Strand Street 17ADM-0026	4/3/2017	3-unit Condo -2 stories/29.86FT -3 units -6 parking spaces	4,915.75	Approved 6/29/17	James Combs
94	39 Unit 100% affordable senior housing	Community Corporation of Santa Monica	90404	1824 14th Street 18ENT-0105	4/24/2018	Use: 39 unit 100% affordable senior housing - 3 Stories (32') -39 units (21,527 SF) -10 Parking Spaces	21,527	Approved 5/18/18	Ross Fehrman
95	3-unit Residential Condo	Applicant: 436 Pier LP	90405	436 Pier Avenue 16ADM-0073	7/5/2016	3 unit condo in Ocean Park -2 story/ 22'11" -3 units -6 parking spaces	3,497	Approved 3/15/17	Russell Bunim
96	Medical Office Building	Applicant: Mojdeh Memarzadeh	90404	1419 19th St 16ADM-0070	6/27/2016	5,284 sf medical office building	5,284	Approved 2/7/18	Gina Szilak

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
97	Duplex	Applicant: 2016 CA EAT LLC	90405	2215 5th Street 17ENT-0104	6/29/2017	2 new units		Approved 10/3/17	Cary Fukui
98	Creative Office addition	Applicant: 2700 PENNSYLVANIA INC	90404	2700 Pennsylvania Ave. 17ENT-0164	8/24/2017	3,990 sq ft. addition	3,990	Approved 11/21/17	Ivan Lai
99	1802 Santa Monica Boulevard Mixed Use Residential/ Retail	Applicant: Plus Architects	90404	1802 Santa Monica Blvd 09DEV001	12/10/09	Priority: Revenue, Tier 2 Use: Auto dealer/restaurant/residential CEQA Status: EIR LUCE Tier: 2 - 3-story/35' - 33,710 sf total - 23 units (18,610 SF) - 13,590 SF ground floor auto dealer showroom - 1,390 SF restaurant/café - 130 subterranean parking spaces	33,710	Withdrawn 6/4/18	Scott Albright

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
100	Toyota Dealership	Applicant: Mike Sullivan/Toyota of Santa Monica	90404	1530 Santa Monica Blvd 12DEV016	11/29/12	Priority: Revenue Use: Auto Dealership CEQA Status: EIR LUCE Tier: 1 - 2 stories/32' - 55,454 sf total	55,454	Withdrawn 7/10/18	Tony Kim
101	Kevin Franklink	90401	2210 Wilshire 18ENT-0146	5/24/2018	AE - 46 seats	Approved 7/24/18	James Combs		
102	Commercial Building addition	RAC Design Builders	90404	1501 Broadway 17ENT-0296	12/19/2017	Use: Creative Office 2,300 sf addition -2 stories (32') -7,895 total SQ FT (including addition) -10 Parking Spaces	2,300	Approved 7/27/18	James Combs
103	Apartment Building	John Kilbane	90404	1443 18th Street 18ENT-0077	4/4/2018	Use: 12 unit apartment building -2 stories (32') -12 unit apartment building (8,691 SQ FT)	8,691	Approved 7/27/18	James Combs

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
104	2822 Santa Monica Blvd	YALE SM Investors, LLC Dave Rand	90404	2822 Santa Monica Blvd. 18ENT-0038 18ENT-0040	02/22/18	USE: Mixed-use with 50 units; MajMod for ground floor height - 15' to 12.5" -49,608 SQ FT -3 Stories (36') -10,347 Commercial SQ FT -50 Residential Units (35,762 Res SQ FT) -140 Parking Spaces	49,608	Approved 8/15	Grace Page
105	1437 7th St Mixed Use Residential Retail	Applicant: BCM 1437 7th Street LLC	90401	1437 7th St 16ENT-0129	8/18/16	Priority: Does not meet priority processing Use: Mixed Use Residential/Retail CEQA Status: Exempt LUCE Tier: Downtown - 5 stories/60' - 60 units - 10,140 SF retail - 91 parking spaces	44,735	Withdrawn	Grace Page
106	Commercial Building addition	Westside Cotenancy	90401	1447 Lincoln Blvd 18ENT-0048	3/6/2018	Addition of 4,293 sq. ft. for live/work units on ground floor + 1 unit on 5th floor	4,293	Approved 10/4/18	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
107	100% affordable housing	Community Corporation of Santa Monica	90401	1342 Berkeley St 18ARB-0221	5/15/2018	Use: 8 unit apartment building -2 stories (22') -8 units (4,618 sf)	4,618	Approved Unit Mix: -6 one-bedroom -2 two-bedroom -all Extremely Low Income	
108	234 Pico Blvd.	GRT Portfolio Properties Santa Monica, LLC Dave Reed, Attorney/ Representative	90405	234 Pico Blvd. 18ENT-0005 18ENT-0006	01/11/18	Use: Tier 2 mixed-use with 109 units -3 Stories (36') -10,973 Commercial SQ FT -86,482 Residential SQ FT -231 Parking spaces	97,456	Approved 11/7/18 Unit Mix: -17 Studio -50 one-bedroom -20 two-bedroom -18 three-bedroom Affordability : -2 studio -3 one-bedroom -3 three-bedroom	

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
109	1921 Ocean Front Walk Mixed Use Residential/ Retail	Applicant: Hank Koning for Alliance Residential	90401	1921 Ocean Front Walk (formerly known as 1920 Ocean Way) 15ENT-0297 15ENT-0298 15ENT-0299	09/01/15	<p>Use: Mixed Use Residential/Retail CEQA Status: EIR LUCE Tier: 2 -45,317 sf total -23 units (41,682 sf) -1,970 sf ground floor commercial -4 stories (47') -62 subterranean parking spaces</p> <p>-Request for Major Modification for reduced height of street facing facade from 15 feet to 12 feet -Request for Minor Modification to eliminate requirement for 10% of total bike parking for 10-foot-long bicycles and replace with 10% of total bike parking for standard bicycles -Request for Waiver to increase ground floor</p>	44,689	<p>Approved 10/3/18 Unit Mix: 19 two- bedroom (83%) 4 three- bedroom (17%)</p> <p>Unit Size: two- bedroom - 1,710 sf three- bedroom - 2,290 sf</p> <p>Affordability : N/A</p>	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
110	1828 Ocean Ave Residential	Applicant: Hank Koning for Alliance Residential	90401	1828 Ocean Ave 15ENT-0300 15ENT-0301 15ADM-0038	09/01/15	<p>Use: Residential CEQA Status: EIR LUCE Tier: 2 -89,428 sf total -83 units (84,127 sf) - includes 4 required affordable units from 1920 Ocean Front walk -5,310 sf of residential common area -4 stories (47') -287 semi-subterranean parking spaces (includes 127 existing on-site parking for Casa Del Mar)</p> <p>-Request for Major Modification for reduced height of street facing facade from 15 feet to 12 feet -Request for Minor Modification for transfer of private outdoor living area into common living area for 37 units</p>	89,997	<p>12/5/18 Unit Mix: 50 one-bedroom (60%) 20 two-bedroom (24%) 13 three-bedroom (16%)</p> <p>Unit Size: one-bedroom - 809 sf two-bedroom - 1,207 sf three-bedroom - 1,500 sf</p> <p>Affordability: 12 units @ 50% AMI</p>	Russell Bunim

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
111	2120 Lincoln Blvd	Victor Ansley, Community Corporation of Santa Monica 1423 2nd Street	90405	2120 Lincoln Blvd 19ENT-0014	01/22/19	Use: 37 Unit 100% Affordable housing development with 497sqft of retail. -28,229sq ft -4 stories (40') -497 Commercial sq ft -27,732 Residential sq ft -29 Parking spaces -37 Residential Units	28,229	1/22/19 Unit Mix: -18 1- bedroom -9 2- bedroom -10 3- bedroom Affordability : Level TBD	Ross Fehrman
112		Main Street Restaurant	90405	2736 Main St 18ENT-0027	2/13/2018	AE for Main St. Restaurant	Appr+H114:H1	Ross Fehrman	
113		"Astro Donuts and Fried Chicken."	90405	2309 Main Street 18ENT-0083	4/10/2018	Type 41 - fewer than 50 seats		Approved	Ivan Lai
114		Uplifter's Kitchen	90405	2819 Ocean Park Blvd. 18ENT-0093	4/19/2018	AE - Type 41 - 16 seats		Approved	Amy Miller
115		Lynnae Jackson	90401	1237 3rd St Promenade 18ENT-0178	6/14/2018	AE for burger restaurant		VOID	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
116		Prima Cantina LLC	90403	1405 Montana Ave 18ENT-0216	7/17/2018	AE - Type 47 - 42 seat restaurant		Approved	Ivan Lai
117		John Oursland	90405	2820 Main St 18ENT-0261	8/30/2018	Alcohol service for restaurant		Approved	Kevin Parker
118		Rosemarymint Inc.	90405	1705 Ocean Ave #111 18ENT-0302	10/4/2018	Full service restaurant with beer and wine		Withdrawn	
119		Osen Santa Monica inc.	90401	702 Arizona 18ENT-0303	10/9/2018	Beer and wine service		Approved	
120		Erin Elizabeth McKenna	90401	1415 Montana Ave 18ENT-0308	?	Beer and wine service		Approved	
121		Calin Senciac	90405	2823 Main Street, Santa Monica CA 90405 18ENT-0036	10/30/2018	Alcohol Exemption		Approved	Shine
122		Birdie G restaurant	90404	2419 Michigan Avenue 18ENT-0010	1/18/2018	AE for Birdie G restaurant		Approved	Grace Page
123		Reins International California, Inc.	90401	225 Arizona Ave 19ENT-0119	3/28/2019	Alcohol Exemption		N/A	Approved

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
124	2020 Virginia Avenue Residential	Applicant: Park Virginia LLC	90404	2020 Virginia Avenue 06DR007/ 06TM021 15ENT-0310	07/18/06	Use: Residential CEQA Status: EIR - 2 stories/33 feet - 21 units - 47 subterranean parking spaces	31,711	Unit Mix: 21 two-bedroom (100%) Unit Size: 1208-1624 SF Affordability : 2 very low	Approved 5/15/19
125	1802 Santa Monica Blvd. 2 - Story auto dealer	Shahab Ghods (Plus Architects) Venice Once LLC	90404	1802 Santa Monica Blvd. 17ENT-0122 18ENT-0271	7/20/2017 9/7/18 (CUP)	Use: Auto Dealership LUCE Tier: 2 -32,253 SQ FT -2 stories (35') -11,945 sf showroom -5,035 sf administrative office -450 sf storage -14,823 sf parking/driveway -84 parking spaces	32,253	Unit Mix: N/A Affordability : N/A	Approved 4/17/19

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
126	1707 Cloverfield Blvd.	Extra Space of Santa Monica LLC, David Hibbert, DFA Architects	90404	1707 Cloverfield Blvd. 17ENT-0297	12/19/17	Use: existing storage building and grade level parking -Mixed-use with 63 apartment units -Four floors of apartments -5 Stories (60') -74,665 Commercial Sq Ft -49,904 Residential SQ FT -116 Parking Spaces -Two Levels of subterranean parking	140,141	Unit Mix: -8 Studio -28 1- bedroom -16 2- bedroom -11 3- bedroom Affordability : 30% AMI -3 1- bedroom -12-	Approved 4/17/19
127	1618 Stanford	Ron Culver, Folonis Architects KABD LLC	90404	1618 Stanford, 18ENT-0182	06/14/18	USE: mixed use: commercial on grade (4,110 sq ft), one level below grade, and two levels of below grade parking with residential apartments (29,489 sq ft). -45,037 SqFt -5 stories (47') -15,548 Commercial SqFt -29,489 Residential SqFt -50 Units -105 parking spaces	45,037	Unit Mix: -0 Studio -32 1- bedroom -10 2- bedroom -8 3- bedroom Affordability : Extremely Low Income	Approved 3/6/19

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
128	3223 Wilshire	Zach Gensior, 3223 Wilshire LLC	90403	3223 Wilshire Blvd, 18ENT-0170	06/07/18	USE: Mixed-Use building including 53 residential units and 5,831 SF retail -40,166 SF -4 stories (49'10") -5,831 Commercial SF -53 units (32,330SF) -120 Parking spaces	40,166	Unit Mix: -8 Studio -26 1-bedroom -11 2-bedroom -8 3-bedroom Affordability: Extremely	Approved 5/1/19
129	2500 Michigan Ave	Sebastian Felbeck, City of Santa Monica	90404	2500 Michigan Ave (City Yards) 18ENT-0174	06/12/18	USE: City Yards Improvements: Community Assembly, Alternative Fuels and Recharging Facilities; Automotive/Vehicle Repair, Major and Minor ; Automotive/Vehicle Washing; Service Station; Business, professional, creative, 2,500+ sq ft; Industry, Limited; Indoor Warehousing and Storage.	79,116	N/A	Approved 12/12/18
130		The Courtyard Kitchen	90403	1211 Montana Avenue 18ENT-0026	2/8/2018	AE for The Courtyard Kitchen		Approved 3/1	James Combs
131	3000 Olympic Blvd	WeWork Casey McCormick	90404	3000 Olympic Blvd 19ENT-0170	05/02/19	Addition of 2,774 SF to existing main floor	2,774	N/A	Approved 8/29/19

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
132	Mixed Use Housing	Applicant: Sami El Bayar	90401	1235 5th St 17ENT-0275	12/5/2017	USE: 23-unit mixed-use project -5 stories (60') -23 units (21,626 SQ FT) -4,422 SQ FT Commercial -19 Parking stalls	26,048	Unit Mix: -2 Studio -13 one-bedroom -5 two-bedroom -3 three-bedroom	Approved 4/2/18
133	2729 Wilshire Blvd	Elliot Megdal & Associates DFH Architects - David Hibbert (Kate Joyce)	90403	2729 Wilshire Blvd 19ENT-0028	01/29/19	Use: Mixed-use residential over commercial w/ subterranean parking -9,374SF -32'(2 stories) -19 Parking spaces -9 units	9,374	Unit Mix: -9 SRO Affordability: TBD	Approved 7/2/19
134	1445-1453 10th Street	Magnolia Vallas EAH, LLC	90401	1445-1453 10th Street 18ENT-0357	11/20/18	Use: 100% Affordable senior housing. 39 1-bedroom units and 1 2-bedroom manager's unit -26,990SF -4 stories (42'-4") -40 Units -10 parking spaces	26,990	Unit Mix: -39 1-bedroom -1 2-bedroom Affordability: TBD -39 1-bedroom	Approved 3/25/19

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
135	425 Marine Street	Eric Ryder	90405	425 Marine St 19ENT-0103	03/21/19	USE: Replace 3 fire damaged condo units. 6 total units on site. No other changes.		Repair of existing units	Approve 4/18/19
136	1410 5th Street	Westside Cotenancy (Eduardo Tung)	90401	1410 5th Street 19ENT-0128	04/09/19	USE: Add additional 4 residential units; vertical relocation of open space roof decks -3,271 sf -50'-1" (5 stories)	3,271	Unit Mix: - 2 new 1 bedroom - 2 new 2 bedroom	Approved 9/11/19
137	2906 Santa Monica Blvd.	Yale West LLC Marius Markevicius, Manager	90404	2906 Santa Monica Blvd. 17ENT-0298	12/19/17	Use: Mixed-use with 44 apartments -3 Stories (36') -14,654 Commercial SQ FT -133 parking spaces	48,971	Unit Mix: -6 studio -22 one-bedroom -9 two-bedroom -7 three-bedroom Affordability	Approved 9/4
138		Good Boy Bob	90404	2058 Broadway 19ENT-0278	7/25/2019	Alcohol Exemption		Approved: 9/1	Cary

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
139		Colapasta	90401	1241 5th Street 19ENT-0279	7/25/2019	Alcohol Exemption		Approved: 9/1	Gina
140	601 Colorado Avenue	WS Communities Scott Walter	90401	601 Colorado Avenue 18ENT-0199	07/02/18	USE: Mixed-Use Multifamily Residential and Commercial/Retail -90,000 SQ FT -8 Stories (84'-0") -12,406 Commercial SqFt -140 Units (77,594 SqFt) -124 Parking Spaces	90,000	Unit Mix: -0 Studio -91 1- bedroom -28 2- bedroom -21 3- bedroom Affordability : Off Site at 1238 7th Street -23 1- Bedroom -7 2- Bedroom -5 3- Bedroom	Approved 9/18/19

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
141	Commercial Building	Applicant: John Hamilton	90405	3280 Lincoln Blvd 16ADM-0088	9/15/2016	3,898 sf mixed-use	3,898	Unit Mix: N/A Unit Size: N/A Affordability:	Approved 11/14/19
142	Commercial Building	Applicant: Jerrold Epstein	90404	1718 20th St 17ADM-0004	1/24/2017	1,189 sf auto body painting shed	1,189	Unit Mix: N/A Unit Size: N/A Affordability:	Approved 7/24/17
143	Mixed-use senior affordable housing	711 Colorado Avenue, LLC Jesse Ottinger	90401	711 Colorado Ave 18ENT-0129	5/10/2018	Use: 100% Senior affordable 7-story mixed-use building -7-stories (84') -56 units (27,936 SQ FT) -1,983 SQ FT Commercial -12 parking spaces	29,919	Unit Mix: -21 Studio -29 one-bedroom -6 two-bedroom	Approved 4/4/19

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
144	3030 Nebraska Ave Mixed Use Residential/ Office	Applicant: Matt Bean for Nebraska Studios LLC	90404	3030 Nebraska Ave 16ENT-0118	08/11/16	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: 1 -3-4 stories/39 feet -177 units -66,100 sf creative office	66,100	Unit Mix: 24 - Studio 116 - 1 bedroom 29 - 2 bedroom 7 - 3 bedroom Affordability : 10 - 1	Approved 12/4/19
145	1348 10th Street	Michael Fox	90401	1348 10th Street 19ENT-0256	07/02/19	Use: Commercial office building and one 3-bedroom unit. -3,036 SF -2 Stories (39'3") -1,432SF Commercial -1,604SF Residential -1 unit -7 parking spaces	3,036	Unit Mix: -1 3- bedroom unit Affordability : -Market rate	Approved 12/19/19
146	924 Montana Ave	Bluestone Lane	90403	924 Montana Ave 19ENT-0406	11/7/2019	Alcohol Exemption	NA	Approved 12/17/19	Gina
147	2200 Colorado Ave	Three Ways, LLC (DBA Salt and Tart)	90404	2200 Colorado Ave 19ENT-0482	12/24/2019	Alcohol Exemption	NA	Approved 1/2	Ivan
148	2127 Lincoln	Richard Black	90405	2127 Lincoln Blvd 19ENT-0470	12/19/2019	Alcohol Exemption	NA	Approved 1/2	Cary

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
149	1834 14th Street	Community Corporation of Santa Monica	90404	1834 14th Street 19ENT-0328	08/27/19	Use: 55 unit 100% affordable housing with 3,500 SF Commercial/maintenance -51,533 SF -3 stories(32') -3,500 Commercial SF -48,033 Residential SF -63 Parking Spaces -55 Units	Unit Mix: -27 1-bedroom -14 2-bedroom -14 3-bedroom Affordability:	ARB Concept Review: December 2019 PC Hearing: 1/15/20 Approved 2/5/20	Ross
150	1413 Michigan Ave	Sonia Suresh	90404	1413 Michigan Ave 20ENT-0079	3/12/20	New 4-story, 58-unit, mixed-use bldg -36,796 SF -32,688 residential SF -4 stories (42.25') -58 units -13 parking spaces		Approved 8/18/20	Grace Page
151	201 Palisades Beach Rd	The Beach Club / Will Shepphird	90402	201 Palisades Beach Rd 20ENT-0052	02/20/20	Kitchen, outdoor grill, and basement renovation and remodel. Project results in 1,609 SF	N/A	Approved 04/09/20	Michael Rocque
152	1819 Pico Blvd	Daisy Miguel	90405	1819 Pico Blvd 20ENT-0020	01/28/20	42,908	Unit Mix: -22 1-bedroom -12 2-bedroom	Approved 04/07/20	Cary Fukui
153	700 Colorado Avenue	Randall Reel	90401	700 Colorado Ave 20ENT-0012	01/16/20	Use: Remodel existing building for office use. -27,345 SF -2 stories (31') -26 Parking spaces	Unit Mix: -N/A	Approved 08/07/20	Ivan Lai

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
154	2740 Main Street	Hagy Belzberg	90405	2740-2750 Main Street 18ENT-0252	8/16/2018	Use: new 4833 sq ft two story commercial building -2 stories	N/A	Approved 01/17/19	Gina Szilak
155	1436 2nd Street	Hostelling International USA (Attn. Aaron Chaffee) Gwenne Pugh, Urban Studio (Attn. Kristin Larson-Cifuentes)	90401	1436 2nd Street 19ENT-0341	09/12/19	Use: 15,364 SF EXPANSION TO EXISTING 26,785 SF AFFORDABLE HOSTEL ADDING 37 GUESTROOMS, RENOVATED DINING HALL AND CENTRAL COURTYARD. THE DESIGNATED LANDMARK, THE RAPP SALOON, WILL REMAIN IN USE AS A COMMUNITY AMENITY AT THE FRONT OF THE PARCEL AND ITS USABLE SPACE WILL BE EXPANDED THROUGH THE ADDITION OF AN ADA LIFT. -42,149SF -5 Stories(60') -42,149 Commercial SF -0 Parking	Unit Mix: N/A	Approved 07/01/20	Grace Page

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
156	Mixed Use Housing	Applicant: NMS 1238 7th LLC	90401	1238 7th Street 17ADM-0031	4/11/2017	2-story mixed-use building Add 7,486 sf -7 units (6,408 sf) -854 sf commercial -20 Parking Spaces	Unit Mix: 2 2-BR; 5 3-BR Unit Size: N/A Affordability: N/A	Withdrawn	Michael Rocque
157	1238 7th Street	WS Communities Scott Walter	90401	1238 7th Street 18ENT-0200	7/3/2018	Use: 100% Affordable Mixed use Building With Commercial Space at the Ground Floor and 6 Stories of Residential Units -6 Stories (60'-0") -37 Units (23,872 SQ FT) -1,444 Commercial SQ FT -0 Parking	Unit Mix: -24 1- Bedroom -7 2-Bedroom -6 3-Bedroom Affordability Level: TBD	Approved	Michael Rocque
158	1425 5th Street	WS Communities Scott Walter	90401	1425 5th Street 18ENT-0211	7/12/2018	Use: New mixed-use residential over ground floor commercial / retail -8 Stories (84'-0") -92 Units (53,156 SQ FT) -6,844 Commercial SQ FT -77 Parking Spaces	Unit Mix: -60 1- Bedroom -18 2- Bedroom -14 3- Bedroom Affordability	Approved	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
159	1514 7th Street	WS Communities Scott Walter	90401	1514 7th Street 18ENT-0212	7/12/2018	Use: 100% Affordable Mixed-use Building With Commercial Space at the Ground Floor and 8 Stories of Residential Units -8 Stories (84'-0") -50 Units (28,965 SQ FT)	Unit Mix: -32 1-Bedroom -10 2-Bedroom -8 3-Bedroom Affordability	Approved	Michael Rocque
160	1543 7th Street	WS Communities Scott Walter	90401	1543 7th Street 18ENT-0210	7/12/2018	Use: Eight-story mixed-use building with 3 level of subterranean parking -8 Stories (84'-0") -100 Units (55,407 SQ FT) -4,441 Commercial SQ FT -78 Parking Spaces	Unit Mix: -16 1-Bedroom -5 2-Bedroom -4 3-Bedroom Affordability Level: TBD	Approved	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
161	1338 5th Street	WS Communities Jesse Ottinger	90401	1338 5th Street 18ENT-0234	8/2/2018	Use: Five-story mixed-use building with 3 level of subterranean parking -5 Stories (60'-0") -69 Units (45,415 SQ FT) -7,025 Commercial SQ FT -74 Parking Spaces	Unit Mix: -45 1-Bedroom -14 2-Bedroom -10 3-Bedroom Affordable Housing: Off-site location 1437 6th Street -11 1-Bedroom -4 2-Bedroom -3 3-Bedroom	Withdrawn	Gina Szilak
162	1437 6th Street	WS Communities Scott Walter	90401	1437 6th Street 18ENT-0297	09/27/18	Use: 100% Affordable 7-Story Mixed use building with 44 affordable unites and 1,291 SF Ground Level commercial and 1-story subterranean utility and storage space -29,589 Total SF -7-Stories (70') -1291 Commerical sf	-0 Studio -27 1-bedroom -11 2-bedroom -6 3-bedroom Affordability: Extremely Low Income	Withdrawn	Gina Szilak

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
163	1427 Lincoln Blvd	Lincoln Santa Monica LLC / Sean Bary	90401	1427 Lincoln Blvd 18ENT-0306	10/09/18	Use: 4-Story Mixed use building with 15 residential units and 1-story subterranean garage and rooftop deck -16833 Total SF -4-Stories (50') -1932 Commerical sf -14332 Residential sf -15 Units 15 parking spaces	Unit Mix: -2 Studio -3 1-bedroom -8 2-bedroom -2 3-bedroom Affordability: TBD -1 1-bedroom -2 2-bedroom	Withdrawn	Rathar Duong
164	1338 5th Street	WS Communities, LLC - Scott Walter KFA LLP - Jesse Ottinger	90401	1338 5th Street 19ENT-0041	01/31/19	Use: 100% SRO mixed-use building with commercial space at ground floor and 3 stories of residential units -33,716sq ft -39' (4 stories) -2,771 Commercial SF -30,945 Residential SF -96 Residential units -0 Parking	Unit Mix: -96 SRO Affordability: -5 SRO Level TBD	Approved	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
165	1437 6th Street	WS Communities, LLC - Scott Walter KFA LLP - Jesse Ottinger	90401	1437 6th Street 19ENT-0040	01/31/19	Use: 100% SRO mixed-use building with commercial space at ground floor and 3 stories of residential units -16,884sq ft -39' (4 stories) -1,658 Commercial SF -15,226 Residential SF -41 Residential units -0 Parking	Unit Mix: -41 SRO Affordability: -2 SRO Level TBD	Approved	Michael Rocque
166	1415 5th Street	WS Communities, LLC - Scott Walter KFA LLP - Jesse Ottinger	90401	1415 5th Street 19ENT-0042	01/31/19	Use: 100% SRO mixed-use building with commercial space at ground floor and 3 stories of residential units -33,707sq ft -39' (4 stories) -2,856 Commercial SF -30,851 Residential SF -102 Residential units -0 Parking	Unit Mix: -102 SRO Affordability: -5 SRO Level TBD	Approved	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
167	1437 5th Street	WS Communities, LLC - Scott Walter KFA LLP - Jesse Ottinger	90401	1437 5th Street 19ENT-0039	01/31/19	Use: 100% SRO mixed-use building with commercial space at ground floor and 3 stories of residential units -16,850sq ft -39' (4 stories) -1,578 Commercial SF -15,272 Residential SF -41 Residential units -0 Parking	Unit Mix: -41 SRO Affordability: -2 SRO Level TBD	Approved	Michael Rocque
168	1323 5th Street	Scott Walter	90401	1323 5th Street 18ENT-0283	9/13/2018	Use: 4-story mixed-use building with total of 39 SRO units and 1,740 sf Ground Floor commercial with (1) level of sub terranean storage and utility -4-stories (39'0") -39 Units (15,126 SF)	Unit Mix: -39 (SRO) Studio	Approved	Michael Rocque
169	1557 7th Street	WS Communities Scott Walter	90401	1557 7th Street 18ENT-0206	7/10/2018	Use: Four story mixed-use building -4 Stories (39'-0") -40 Units (14,033 SQ FT) -2,799 Commercial SQ FT	Unit Mix: -39 (SRO) Studio -1 1-Bedroom	Approved	Michael Rocque
170	1620 Ocean Park Blvd			1620 Ocean Park Blv 20ENT-0110		Alcohol Exemption	N/A	Approved	Rathar Duong
171	1401 Ocean Ave			1401 Ocean Ave 20ENT-0146		Alcohol Exemption	N/A	Approved	Tiffany Lin

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS¹: APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY²	PROCESS STATUS³	PLANNER
172	Juneshine			2914 Main St 20ENT-0154		Alcohol Exemption	N/A	Approved	Grace Page
173	OP Café			3117 Ocean Park Blvd 20ENT-0156		Alcohol Exemption	N/A	Approved	Tiffany Lin
174	Ingo's			1213 Wilshire Blvd 20ENT-0175		Alcohol Exemption	N/A	Approved	Tiffany Lin
175	1705 Ocean Ave	Sarelyn Radecke	90401	1705 Ocean Ave 20ENT-0039	2/4/2020	Alcohol Exemption	N/A	Approved	Rathar Duong
176	EdoBox	Meiso Hospitality	90405	2912 Main St 20ENT-0202	8/13/2020	Alcohol Exemption	N/A	Approved	Tiffany Lin
177	Perry's	Chaos Enterprises Inc. (Richard Chacker)	90401	1200 Palisades Beach Rd 20ENT-0190	8/3/2020	Alcohol Exemption	N/A	Approved	Ross Fehrman
178	Perry's	Chaos Enterprises Inc. (Richard Chacker)	90401	2400 Ocean Front Walk 20ENT-0191	8/3/2020	Alcohol Exemption	N/A	Approved	Ross Fehrman
179	La Puglia	Valentina Blanco	90402	1619 Wilshire Blvd 20ENT-0221	9/3/2020	Alcohol Exemption	N/A	Approved	Tiffany Lin

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
180	Miramar Hotel Project	Applicant: Ocean Avenue LLC, c/o MSD Capital	90403	1133 Ocean Ave / 101 Wilshire Blvd 11DEV003	4/28/2011 Resubmitted:4 /11/18	Priority: Revenue Use: Mixed Use Hotel/Residential/Retail CEQA Status: EIR LUCE Tier: Downtown - Established Large Site -- 10 stories (130' maximum) - 502,157 sf total - 43,600 sf commercial - 312 hotel rooms (11 net new) - Banquet space/dining/retail - Up to 60 condominium units - 100% affordable apartment building – minimum 50% ratio to market rate condominiums - On-site rehabilitation of the Palisades Building and preservation of the Moreton Bay Fig Tree - 428 subterranean spaces	N/A	Approved	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
181	1408 3rd Street Prom	Blatters & Schnur, Inc Armbruster Goldsmith & Delvac LLP	90401	1408 3rd Street Prom 19ENT-0430	11/25/19	Use: New Tier 2, three-story commercial building -3 stories (60') -20,625 Commercial SF -0 Parking Spaces	N/A	Approved	Rathar Duong
182	Estate Coffee	Estate Coffee, LLC	90405	2701 Ocean Park Blvd 20ENT-0225	9/15/2020	Alcohol Exemption	N/A	Approved	Michael Rocque
183	Shoops	Matthew Schuppel	90405	2400 Main St 20ENT-0250	9/8/2020	Alcohol Exemption	N/A	Approved	Cary Fukui
184	Milo SRO	Milo SRO	90405	826 Pico Blvd 20ENT-0217	9/4/2020	Alcohol Exemption	N/A	Approved	Ivan Lai
185	Dogtown	Dogtown Coffee, LLC	90405	2003 Main St 20ENT-0223	9/8/2020	Alcohol Exemption	N/A	Approved	Ross Fehrman
186	Shunji	N'S LLC	90405	3003 Ocean Park Blvd 20ENT-0271	11/11/2020	Alcohol Exemption	N/A	Approved	Michael Rocque
187	Cult	Peter Trinh	90401	227 Broadway 20ENT-0288	12/9/2020	Alcohol Exemption	N/A	Approved	Tiffany Lin
188	Dan Modern Chinese	James Kim, Dan Santa Monica LLC	90401	1403 2nd St 20ENT-0313	12/24/2020	Alcohol Exemption	N/A	Approved	Cary Fukui

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
189	1127 2nd St	Community Corporation of Santa Monica (Jesus Hernandez)	90401	1127 2nd St 20ENT-0238	10/13/20	Use: New 100% affordable housing project associated with Miramar Hotel DA. -40,538 sq ft -5 stories (54') -42 units -42 Parking Spaces	Unit Mix: -16 1- bedroom -15 2- bedroom -11 3- bedroom Affordability:	Approved 1/19/2021	Michael Rocque
190	1930 Stewart St (X-14)	Ken & Blonde Ward (Monarch Home Sales Dealer / Elizabeth Alex)	90404	1930 Stewart St (X-14) 20ENT-0252	10/22/20	Use: Installation of new manufactured home in Mountain View Mobile Home Park -1,080 sq ft -2 stories (26') -1 parking space	1,080	Approved	Ivan Lai
191	1930 Stewart St (X-10)	Elsegnet Bulbula/Aster Demeke/Monarch Home Sales (Monarch Home Sales Dealer / Elizabeth Alex)	90404	1930 Stewart St (X-10) 20ENT-0253	10/22/20	Use: Installation of new manufactured home in Mountain View Mobile Home Park -720 sq ft -1 story -1 parking space	720	Approved	Ivan Lai

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
192	1930 Stewart St (I-3)	Claudia Garcia/Monarch Home Sales (Monarch Home Sales Dealer / Elizabeth Alex)	90404	1930 Stewart St (I-3) 20ENT-0254	10/22/20	manufactured home in Mountain View Mobile Home Park -700 sq ft -1 story -1 parking space	700	Approved	Ivan Lai
193	1930 Stewart St (E-1)	Daniel & Margarita Rosas/Monarch Home Sales (Monarch Home Sales Dealer / Elizabeth Alex)	90404	1930 Stewart St (E-1) 20ENT-0255	10/22/20	manufactured home in Mountain View Mobile Home Park -800 sq ft -1 story -1 parking space	800	Approved	Ivan Lai
194	Z Garden	Anca, Inc.	90405	2350 Pico Blvd 20ENT-0249	10/27/2020	Alcohol Exemption	N/A	Approved	Tiffany Lin
195	Milo & Olive	Milo & Olive	90403	2723 Wilshire Blvd 20ENT-0301	12/15/2020	Alcohol Exemption	N/A	Approved	Ivan Lai
196	Crudo e Nuno	Leena Culhane	90405	2724 Main St 21ENT-0006	1/8/2021	Alcohol Exemption	N/A	Approved	Ivan Lai
197	Colapasta	Stefano De Lorenza, Colapasta LLC	90401	1241 5th St 21ENT-0013	1/14/2021	Alcohol Exemption	N/A	Approved	Ross Fehrman
198	St. Monica's DA Amendment	St. Monica's	90403	1140 7th St 18ENT-0347	11/8/18	Amendment to DA to remove community benefit to provide parking on 7th St parcel	N/A	Approved	Grace Page

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
199	1643 12th Street DR	1643 12th Street HOA	90404	1643 12th St 18ENT-0243	08/09/18	Use: Remodel and additional interior floor area to 5 of 6 existing live/work residential condo units resulting in Tier 2 FAR. New floor area to be workspace. -2,609 sq addition	2,609	Approved	Scott Albright
200	501 Broadway	WS Communities Scott Walter	90401	501 Broadway 18ENT-0229	7/31/2018	Use: Eight-story mixed-use building with 3 level of subterranean parking -8 Stories (84'-0") -94 Units (52,547 SQ FT) -4,714 Commercial SQ FT -79 Parking Spaces	Unit Mix: -61 1-Bedroom -19 2-Bedroom -14 3-Bedroom Affordable Housing: Off-site location 1437 6th Street	Approved	Gina Szilak
201	2919 Wilshire Blvd	URB 2919 Wilshire SM, LLC Greg Fick	90403	2919 Wilshire Blvd 19ENT-0455	12/05/19	Use: Mixed-use daycare & commercial. -14,999 sq ft -2 stories (32') -45 parking spaces	N/A	Approved	Gina Szilak
202	1639 9th St	Jaime Macrina, Quezada Architecture	90404	1639 9th St 20ENT-0171	07/01/20	Use: New dog kennel -17,762 SF -2 Stories (32') -22 parking spaces	17,762	Approved	Scott Albright

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
203	Wyndham Hotel	Applicant: Felcor/NPM(SPE) Hospitality LLC	90401	120 Colorado Ave 13DEV005	7/6/13	Priority: Revenue Use: Hotel/Residential/Retail CEQA Status: EIR LUCE Tier: Downtown - 15 stories/195' - 170,104 sf total - 211 Hotel Rooms (104,258 sf) - 25 residential units (43,092 sf) - 13,684 sf restaurant - 3,600 sf retail - 5,470 sf meeting space	Unit Mix: 5 one-bedroom 15 two-bedroom 5 three-bedroom Unit Size: Not specified yet	Withdrawn	Jing Yeo
204	Kissaten	Jared Meisler	90404	3008 Santa Monica Blvd 20ENT-0308	12/17/2020	Alcohol Exemption	N/A	Approved	Tiffany Lin
205	Uplifters Kitchen	Salima Saunders	90405	2819 Ocean Park Blvd 21ENT-0015	1/21/2021	Alcohol Exemption	N/A	Approved	Tiffany Lin
206	PBLC TRDE	Surf Street Collective LLC	90405	2917 Main St 20ENT-0307	12/20/2020	Alcohol Exemption	N/A	Approved	Rathar Duong
207	Shake Shack	Shake Shack California LLC	90401	501 Wilshire Blvd 21ENT-0014	1/15/2021	Alcohol Exemption	N/A	Approved	James Combs
208	Heroic Italian	Gladiator Santa Monica, LLC	90401	516 Santa Monica Blvd 20ENT-0299	2/11/2021	Alcohol Exemption	N/A	Approved	Cary Fukui

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
209	Piccolo	Piccolo Santa Monica	90405	2127 Lincoln Blvd 21ENT-0010	2/4/2021	Alcohol Exemption	N/A	Approved	Ivan Lai
210	1820 Broadway	1820 Broadway LLC Jackson McNeill	90404	1820 Broadway 19ENT-0440	11/26/19	Use: Mixed-use creative office retail. -9,675 sq ft -2 stories (32') -7 parking spaces	N/A	Approved	Tiffany Lin
211	1515 Ocean Ave	Sunshine Enterprises, LP (Gino Paino)	90401	1515 Ocean Ave 19ENT-0397	10/29/19	Amend DR/CUP for Shore Hotel: Remodeling of existing interior space to create 14 additional rooms and a coffee shop.	N/A	Withdrawn (Replaced by AA)	Scott Albright
212	1427 Lincoln Blvd	Lincoln Santa Monica LLC / John Tilly	90401	1427 Lincoln Blvd 20ENT-0048	02/18/20	New 5 Story Mixed Use Building with one level subterranean garage. Retail and restaurant on the ground floor. 30 residential condo units -33750 SF -5 Stories (50') -4,699 SF Commercial -29,810 SF Residential -32 parking spaces	Unit Mix: -17 1-bedroom -8 2-bedroom -5 3-bedroom Affordability: -3 1-bedroom -3 2-bedroom Affordability: -TBD	Approved	Rathar Duong

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
213	1360 3rd Street Prom	Alicia Zaayer, Valerio Architects	90401	1360 3rd Street Prom 20ENT-0258	11/10/20	Use: Rooftop and mezzanine addition to existing restaurant building	2,159	Approved	Grace Page
214	Trejo's Tacos	Michelle M. Cardiel	90401	316 Santa Monica Blvd 21ENT-0065	3/19/2021	Alcohol Exemption	N/A	Approved	Rathar Duong
215	Bardonna	Montana Coffee Shop 26, Inc. (Joshua Pourgol)	90403	1601 Montana Ave 21ENT-0087	4/8/2021	Alcohol Exemption	N/A	Approved	Ivan Lai
216	Navid	Colby Mayes	90403	1030 Montana Ave 21ENT-0095	4/19/2021	Alcohol Exemption	N/A	Approved	Ivan Lai
217	1512 Euclid Street	Terry Winders	90404	1512 Euclid Street 20ENT-0011	01/16/20	Use: Mixed-use building with commercial at grade and residential units above. -11,250 sq ft -3 stories (36') -1,600 Commercial SF -10 Residential units -21 Parking Spaces	Unit Mix: -10 1-bedroom -2 of the units are Affordable	Approved	Cary Fukui
218	2033 Virginia Ave	Community Corp of Santa Monica	90404	2033 Virginia Ave 21ENT-0094	04/13/21	Use: New community building and rehad of existing residential building -1 story (64') -1,000 SF	N/A	Approved	Michael Rocque

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	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
219	1633 26th Street	Kilroy Realty Corporation	90404	1633 26th Street 19ENT-0294	08/06/19	Use: New Tier 2, 3-4 story office complex -3-4 stories (54') -129,265 Commercial SF -401 parking spaces	N/A	Approved	Michael Rocque
220	1650 Euclid St	1650 Euclid Owner, LLC (Attn: Laura Doerges)	90404	1650 Euclid St 19ENT-0429	11/21/19	Use: New three-story creative office building -39,380 SF -3 stories (45') -134 parking spaces	N/A	Approved	Grace Page
221	710 Broadway	710 Broadway, LLC Attn: Larry Wilkes	90401	710 Broadway 20ENT-0241	10/16/20	Use: New Tier 3 mixed-use w/ general market, 296 units -5-8 stories (60'-84') -399,453 SF -99,085 Commercial SF -300,368 Residential SF -374 Parking Spaces -296 Units	Unit Mix: -42 studio -108 1-bedroom -103 2-bedroom -43 3-bedroom Affordability: -13 studio -30 1-	Approved	Scott Albright
222	1546 9th St	Luis de Moraes, Envirotechno Architecture, Inc.	90404	1546 9th St 20ENT-0196	08/12/20	Use: New nine-unit apartment building -3 stories (40') -13,905 SF -15 Parking Spaces	Unit Mix: -3 1-bedroom -5 2-bedroom -1 3-bedroom	Withdrawn	Michael Rocque

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
223	1448 7th Street	Telemachus Studio/ Carl Smith	90401	1448 7th Street 21ENT-0027	02/03/21	Use: Retail space at ground floor, residential condominiums on upper stories, basement garage parking -5 stories (60') -26,230 SF -2,743 Commercial SF -23,487 Residential SF -18 Parking Spaces -20 Units	Unit Mix: -2 studio -5 1-bedroom -5 2-bedroom -3 3-bedroom Affordability: -1 1-bedroom -4 2-bedroom	Approved	Michael Rocque
224	1741 21st St	Crossroads School for Arts and Sciences (Barbara Whitney)	90404	1741 21st St 20ENT-0278	11/18/20	Use: Renovation and expansion of performing arts classrooms building -4,457 sq ft -3 stories (45') -34 Parking Spaces	N/A	Withdrawn	Ivan Lai
225	1640 14th St	Blatteis & Schnur, Inc Armbruster Goldsmith & Delvac LLP	90404	1640 14th St 20ENT-0104	04/07/20	Use: New Tier 1 mixed-use building with office/restaurant/retail -2 stories (32') -18,750 SF -55 Parking Spaces	N/A	Approved	Rathar Duong

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
226	2906 Santa Monica Blvd	Yale West, LLC (Marius Markevicius) (David Forbes Hibbert)	90404	2906 Santa Monica Blvd 20ENT-0264	11/05/20	Use: New Tier 2 mixed-use building -65,564 sq ft -4 stories (41.5') -88 units -139 Parking Spaces	Unit Mix: -40 studio -34 1-bedroom -2 2-bedroom -2 3-bedroom Affordability: -4 studio -4 1-bedroom -1 2-bedroom -1 3-bedroom	Approved	Ross Fehrman
227	Dog Park	Alex Esguerra	90401	1336 5th St 21ENT-0233	10/13/2021	Alcohol Exemption	N/A	Approved	Scott Albright
228	1242 20th St Wellness Center	Applicant: 1925 Arizona LA LLC	90404	1242 20th St 16ENT-0048 (DR) 16ENT-0049 (CUP) Project Being Revised	04/07/16	Use: Medical Office and Cultural Facility CEQA Status: EIR LUCE Tier: 2 -3 stories/45 feet -110,500 sf total -65,000 sf Research & Development -16,500 sf Clinic -14,000 sf Cultural Facilities -7,500 sf Exterior Covered Use: New Tier 2 self-storage facility	N/A	Approved	Steve Mizokami
229	1674 20th St	BH 1674 20th Street Santa Monica, LLC	90404	1674 20th St 21ENT-0106	04/27/21	-3 stories (42') -50,539 SF -13 Parking Spaces	N/A	Approved	James Combs

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	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
230	1736 22nd St Crossroads Performing Art Building	Crossroads School for Arts and Sciences	90404	1736 22nd St 21ENT-0123	05/25/21	Use: New performing arts building -2 stories (44') -32,688 SF -41 Parking Spaces	N/A	Approved	Grace Page
231	Tu Madre	Broadway Taco Shop 26, Inc	90401	606 Broadway 21ENT-0200	10/3/2021	Alcohol Exemption	N/A	Approved	Scott Albright
232	825 Santa Monica Blvd	OFH Architects (David Hibbert)	90401	825 Santa Monica Blvd 19ENT-0340	09/17/19	Use: 3-Story mixed-use building above 2-level subterranean garage -38,722 SF -3 stories (35') -4,044 Commercial SF -34,678 Residential SF -102 Parking Spaces -48 Units	-6 studio -24 1-bedroom -12 2-bedroom -6 3-bedroom Affordability: -4 1-bedroom -3 2-bedroom	Withdrawn	Scott Albright
233	927 Ocean Ave	Howard Laks, AIA	90403	927 Ocean Ave 21ENT-0060	03/11/21	Use: 3rd-story addition to existing landmark 16-unit apartment building -3 stories (37') -10,500 SF -16 Parking Spaces	Unit Mix: (16 existing units remain) -13 studio -3 1-bedroom	Withdrawn	Gina Szilak
234	Tu Madre	Broadway Taco Shop 26, Inc	90401	606 Broadway 21ENT-0200	10/3/2021	Alcohol Exemption	N/A	Approved	Scott Albright
235	Tacos Por Favor	Atiliano Sanchez	90405	2947 Lincoln Blvd 21ENT-0248	11/5/2021	Alcohol Exemption	N/A	Approved	James Combs

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
236	Ugo's Café	Ugo Pascarella	90401	1400 3rd Street Prom 22ENT-0025	1/26/2022	Alcohol Exemption	N/A	Approved	Hani Baker
237	2121 Santa Monica Boulevard Providence Saint John's Health Center South Campus Master Plan	Applicant: Providence Saint John's Health Center	90404	2121 Santa Monica Blvd 15ENT-0068 15ENT-0203 15ENT-0204 15ENT-0205 15ENT-0206 15ENT-0207 15ENT-0208 15ENT-0209 15ENT-0210 15ENT-0212	3/31/15	Master Plan, Development Review Permits, Reduced Parking Permit, Development Agreement Amendment Use: Hospital and healthcare facilities, medical research facilities, replacement of child care center currently located on the north campus, education and conference center, visitor housing, health-related and neighborhood	See DA	Approved	Roxanne Tanemori
238	Thai Dishes	Kamolaout Thiankham	90404	2628 Wilshire Blvd 22ENT-0036	2/10/2022	Alcohol Exemption	N/A	Approved	Ana Fernandez
239	Alfalfa	Daniel Londono, Alfalfa Santa Monica LLC	90405	2309 Main St 22ENT-0064	3/10/2022	Alcohol Exemption	N/A	Approved	Hani Baker
240	Osteria Del Fornaio	Il Fornaio (America) LLC	90401	401 Wilshire Blvd 22ENT-0098	3/31/2022	Alcohol Exemption	N/A	Approved	Ivan Lai
241	Library Ale House	Ocean Park Hospitality LLC	90405	2911 Main St 22ENT-0081	3/22/2022	Alcohol Exemption	N/A	Approved	Becky Cho

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	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
242	Hermanito Broadway	Hermanito Broadway LLC	90401	802 Broadway 22ENT-0112	4/28/2022	Alcohol Exemption	N/A	Approved	James Combs
243	1634 20th St	1634 20th Street MGP LLC	90404	1634 20th St 21ENT-0269	11/30/21	Use: 100% affordable housing with permanent supportive housing -65,055 Total SF -7 Stories (78') -65,055 SF Residential -80 Units -26 Parking spaces	Affordability: -40 1- bedroom -21 2- bedroom -19 3- bedroom	Approved	Rathar Duong
244	1807 Broadway	Jacquelyn Gentes / Crest Real Estate	90404	1807 Broadway 21ENT-0156	07/10/21	Use: Apartment building with subterranean parking and ground floor art gallery -2 stories (32') -15,466 SF -3,243 Commercial SF -12,223 Residential SF -11 Parking Spaces -3 Units	Unit Mix: -1 1-bedroom -2 2-bedroom Affordability: -None	Approved	James Combs
245	734 12th St	Ardeshir Haerizadeh (Siddhartha Majumdar/Wyota Workshop)	90402	734 12th St 20ENT-0234	10/05/20	Use: New three-unit condominium -3,575 sq ft -2 stories -3 units	Unit Mix: -2 2-bedroom -1 3-bedroom Affordability: -None	Approved	Grace Page
246	Library Ale House	Ocean Park Hospitality LLC	90405	2911 Main St 22ENT-0081	3/22/2022	Alcohol Exemption	N/A	Approved	Becky Cho

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	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
247	Sogno Toscano	Sogno 85 LLC	90403	1512 Montana Ave 22ENT-0101	4/3/2022	Alcohol Exemption	N/A	Approved	Tony Kim
248	2221 Lincoln Blvd	Richard Ramer	90405	2221 Lincoln Blvd 21ENT-0221	10/11/21	Use: Medical building -1,787 SF addition on ground floor	1,787	Approved	Ivan Lai
249	Ocean Avenue Project (Gehry Hotel)	Applicant: M. David Paul Associates	90401	101 Santa Monica Blvd. 13DEV004	2/28/2013 Resubmitted: 12/20/17	Priority: Revenue Use: Mixed Use Hotel/Residential/Museum/ Retail CEQA Status: EIR LUCE Tier: Downtown - Established Large Site - 12 stories (130' maximum) - 317,500 SF - 115 Hotel Rooms - 100 rental units of which 19 are replacement rent- controlled units and 25 are deed-restricted affordable units - ground-floor restaurant and retail - 3 building cultural/museum campus/open space - publicly accessible roof-top observation deck - on-site rehabilitation, 2 designated City Landmarks - 460 subterranean parking spaces	Unit Mix: -will be determined based on the 19 replacement units incorporated into the project and compliance with the DCP Affordability: -4 units @ 30% income households -4 units @ 50% income households -6 units @ 80% income households -11 units @ moderate	Approved	Roxanne Tanemori

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250	Hummus Republic	Timonique Lanez Burnett	90404	2200 Colorado Ave 21ENT-0203	9/15/2021	Alcohol Exemption	N/A	Approved	Becky Cho
251	Sushi Sho	Best Bite LLC	90403	1303 Montana Ave 22ENT-0131	4/19/2022	Alcohol Exemption	N/A	Approved	Becky Cho
252	MIXT	MG Restaurants, Inc	90401	401 Santa Monica Blvd 22ENT-0157	5/27/2022	Alcohol Exemption	N/A	Approved	Becky Cho
253	Prime Pizza	Prime Five LLC	90405	1811 Pico Blvd 22ENT-0172	6/23/2022	Alcohol Exemption	N/A	Approved	Shira Moch
254	2501 Wilshire Blvd	Emma Loos	90403	2501 Wilshire Blvd 22ENT-0057	03/02/22	Use: 4-story mixed-use housing with ground floor commercial and residential units above -69,306 Total SF -4 Stories (47') -18,971 SF Commerical -50,335 SF Residential -70 Units -197 Parking spaces	Unit Mix: -10 Studio -34 1-bedroom -15 2-bedroom -11 3-bedroom Affordability: -6 1-bedroom (Offsite) -5 2-bedroom	Withdrawn (Re-submitted as a DR)	James Combs
255	Hotel Restaurant	Felcor Santa Monica Owner, LLC	90401	120 Colorado Ave 22ENT-0202	8/10/2022	Alcohol Exemption	N/A	Approved	James Combs

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256	Kalaveras	Kalaveras SM, Inc.	90401	1026 Wilshire Blvd 22ENT-0234	9/20/2022	Alcohol Exemption	N/A	Approved	Becky Cho
257	Bar Monette	SMJW, LLC	90401	109 Santa Monica Blvd 22ENT-0261	10/10/2022	Alcohol Exemption	N/A	Approved	Becky Cho
258	Pita House	Michael Elias	90405	1908 Lincoln Blvd 22ENT-0280	10/28/2022	Alcohol Exemption	N/A	Approved	Shira Moch
259	Triple Beam	TBP Partners 2, LP	90405	2905 Main St 22ENT-0223	8/30/2022	Alcohol Exemption	N/A	Approved	Shira Moch
260	Kai Ramen	Kai Ramen Montana Corp	90403	729 Montana Ave 22ENT-0297	11/10/2022	Alcohol Exemption	N/A	Approved	Shira Moch
261	Interstellar	Joanda Project LLC	90401	109 Broadway 22ENT-0306	12/6/2022	Alcohol Exemption	N/A	Approved	Shira Moch

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	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS ³	PLANNER
262	2025 Wilshire Blvd	Laura Keirstead	90403	2025 Wilshire Blvd 22ENT-0056	02/28/22	Use: 4-story mixed-use housing with ground floor commercial and residential units above -39,427 Total SF -4 Stories (50') -4,950 SF Commerical -32,536 SF Residential -46 Units -100 Parking spaces	Unit Mix: -7 Studio -22 1-bedroom -10 2-bedroom -7 3-bedroom Affordability: -4 1-bedroom (Offsite) -3 2-bedroom (Offsite)	Approved	Ross Fehrman
263	1443 18th St	Etminan Enterprise LLC	90404	1443 18th St 22ENT-0188	07/15/22	Use: 2-story apartment building -7,990 Total SF -2 Stories (32') -11 Units -13 Parking spaces	Unit Mix: -8 Studio -1 1-bedroom -2 2-bedroom	Approved	James Combs
264	Mountain View Inn Mobile Home Park	Monarch Home Sales	90404	1930 Steward St (lot 71) 22ENT-0289	11/03/22	Use: Mobile home -510 Total SF -1 Story (12') -0 Parking spaces	Unit Mix: -1 1-bedroom	Approved	Ivan Lai
265	Mountain View Inn Mobile Home Park	Monarch Home Sales	90404	1930 Steward St (lot 81) 22ENT-0290	11/03/22	Use: Mobile home -510 Total SF -1 Story (12') -0 Parking spaces	Unit Mix: -1 1-bedroom	Approved	Ivan Lai

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266	Mountain View Inn Mobile Home Park	Monarch Home Sales	90404	1930 Steward St (lot 80) 22ENT-0291	11/03/22	Use: Mobile home -507 Total SF -1 Story (12') -0 Parking spaces	Unit Mix: -1 1-bedroom	Approved	Ivan Lai
267	Mountain View Inn Mobile Home Park	Monarch Home Sales	90404	1930 Steward St (lot X15) 22ENT-0292	11/03/22	Use: Mobile home -630 Total SF -1 Story (12') -0 Parking spaces	Unit Mix: -1 2-bedroom	Approved	Ivan Lai
268	Mountain View Inn Mobile Home Park	Monarch Home Sales	90404	1930 Steward St (lot 99) 22ENT-0293	11/03/22	Use: Mobile home -530 Total SF -1 Story (12') -0 Parking spaces	Unit Mix: -1 1-bedroom	Approved	Ivan Lai
269	Tar & Roses	602 Santa Monica Partners, LP	90401	602 Santa Monica Blvd 22ENT-0307	11/29/2022	Alcohol Exemption	N/A	Approved	David Eng
270	Tacos 1986	Tacos 1986 Group LLC	90401	1551 Ocean Ave 23ENT-0032	2/28/2023	Alcohol Exemption	N/A	Approved	Shira Moch
271	Augie's on Main	Augie's LLC	90405	2428 Main St 23ENT-0052	3/24/2023	Alcohol Exemption	N/A	Approved	Shira Moch
272	Hotel	Howard Laks Architects Attn: Howard Laks	90401	516 Colorado Ave 22ENT-0070	03/11/22	Use: New 8-story hotel -8 stories (84') -22,116 SF -0 Parking Spaces	N/A	Approved	Ross Fehrman

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	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
273	1902 Wilshire Blvd	Laura Keirstead	90403	1902 Wilshire Blvd 22ENT-0057	02/23/22	Use: 5-story mixed-use housing with ground floor commercial and residential units above -50,560 Total SF -5 Stories (50') -3,675 SF Commerical -44,962 SF Residential -71 Units -143 Parking spaces	Unit Mix: -10 Studio -34 1-bedroom -16 2-bedroom -11 3-bedroom Affordability: -6 1-bedroom (Offsite) -5 2-bedroom	Approved	James Combs
274	528 Arizona Ave	Catherine Randall	90401	528 Arizona Ave 22ENT-0028	01/31/22	Use: 6-story mixed-use housing with ground floor commercial and residential units above -64,799 Total SF -6 Stories (60') -6,467 SF Commerical -53,357 SF Residential -87 Units -74 Parking spaces	Unit Mix: -12 Studio -40 1-bedroom -16 2-bedroom -12 3-bedroom Affordability: -7 Studio (Onsite) -2 1-bedroom (Offsite)	Approved	Cary Fukui
275	1452 2nd St	Dave Frith	90401	1452 2nd St 22ENT-0016	01/21/22	Use: Addition to existing commercial building -14,781 SF Total -7,281 SF Addition -3 stories (50')	N/A	Approved	Ana Fernandez

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276	1333 7th St	FFAH V 1333, LLC	90401	1333 7th St 22ENT-0161	06/03/22	Use: 8-story affordable housing project -45,778 Total SF -8 Stories (80') -34,895 SF Residential -38 Units -0 Parking spaces	Unit Mix: Affordability: -4 1-bedroom -34 2-bedroom	Approved	Ross Fehrman
277	2001 Main St	Ralp Mechur/ Ralph Mechur Architects	90405	2001 Main St 22ENT-0143	05/04/21	Use: 2-story commercial building -6,279 Total SF -2 Stories (23') -8 Parking spaces	N/A	Approved	Gina Szilak
278	3016 Main St	Amir Mikhail	90405	3016 Main St 22ENT-0147	05/04/21	Use: 2-story creative office building -7,210 Total SF -2 Stories (32') -23 Parking spaces	N/A	Approved	Cary Fukui
279	2501 Wilshire Blvd	Emma Loos	90403	2501 Wilshire Blvd 22ENT-0170	07/08/22	Use: 4-story mixed-use housing with ground floor commercial and residential units above -69,324 Total SF -4 Stories (50') -18,980 SF Commerical -50,344 SF Residential -71 Units -197 Parking spaces	Unit Mix: -10 Studio -35 1-bedroom -15 2-bedroom -11 3-bedroom Affordability: -6 1-bedroom (Offsite) -5 2-bedroom	Approved	James Combs

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
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280	Dog Park	DOG PPL Inc, Alexander Esguerra-Levinson	90405	3440 Ocean Park Blvd 23ENT-0071	4/20/2023	Alcohol Exemption	N/A	Approved	Steve Mizokami
281	1238 7th St	Scott Walter - WSC	90401	1238 7th St 22ENT-0312	12/09/22	Use: 10-story residential building with 75 units -65,875 Total SF -10 Stories (107') -0 SF Commerical -65,875 SF Residential -75 Units -0 Parking spaces	65,875	Suspended / To Be Withdrawn	Roxanne Tanemori
282	1437 6th St	Scott Walter - WSC	90401	1437 6th St 22ENT-0319	12/22/22	Use: 16-story mixed-use housing with ground floor commercial and residential units above -183,270 Total SF -16 Stories (169') -2,229 SF Commerical -181,041 SF Residential -170 Units	183,270	Suspended / To Be Withdrawn	Roxanne Tanemori
283	1443 Lincoln Blvd	Scott Walter - WSC	90401	1443 Lincoln Blvd 23ENT-0009	01/16/23	Use: 16-story mixed-use housing with ground floor commercial and residential units above -183,270 Total SF -16 Stories (169') -2,226 SF Commerical -181,044 SF Residential -170 Units	183,270	Suspended / To Be Withdrawn	Roxanne Tanemori

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284	601 Colorado Ave	Scott Walter - WSC	90401	601 Colorado Ave 23ENT-0012	01/19/23	Use: 15-story mixed-use housing with ground floor commercial and residential units above -271,575 Total SF -15 Stories (158') -4,437 SF Commercial -267,138 SF Residential -200 Units	271,575	Suspended / To Be Withdrawn	Roxanne Tanemori
285	1557 7th St	Scott Walter - WSC	90401	1557 7th St 23ENT-0028	02/23/23	Use: 11-story mixed-use housing with ground floor commercial and residential units above -271,324 Total SF -11 Stories (113') -2,090 SF Commercial -269,234 SF Residential -200 Units	271,324	Suspended / To Be Withdrawn	Roxanne Tanemori
286	1925 Broadway	Scott Walter - WSC	90404	1925 Broadway 23ENT-0031	02/28/23	Use: 18-story mixed-use housing with ground floor commercial and residential units above -425,000 Total SF -18 Stories (185') -4,200 SF Commercial -420,800 SF Residential -405 Units	425,000	Suspended / To Be Withdrawn	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
287	1524 7th St	Scott Walter - WSC	90401	1524 7th St 23ENT-0041	03/10/23	Use: 11-story residential building with 200 units -268,308 Total SF -11 Stories (116') -268,308 SF Residential -200 Units -217 Parking spaces	268,308	Suspended / To Be Withdrawn	Roxanne Tanemori
288	3030 Nebraksa Ave	Scott Walter - WSC	90404	3030 Nebraska Ave 23ENT-0050	03/24/23	Use: 15-story mixed-use housing with ground floor commercial and residential units above -1,787,879 Total SF -15 Stories (164') -1,004 SF Commerical -1,786,875 SF Residential -1,601 Units	1,787,879	Suspended / To Be Withdrawn	Roxanne Tanemori
289	2901 Santa Monica Blvd	Scott Walter - WSC	90404	2901 Santa Monica Blvd 23ENT-0051	03/24/23	Use: 12-story mixed-use housing with ground floor commercial and residential units above -242,579 Total SF -12 Stories (127') -1,000 SF Commerical -241,579 SF Residential -190 Units	242,579	Suspended / To Be Withdrawn	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MAX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
290	1238 10th St	Scott Walter - WSC	90401	1238 10th St 23ENT-0055	03/29/23	Use: 18-story residential building with 200 units -207,379 Total SF -18 Stories (191') -207,379 SF Residential -200 Units -128 Parking spaces	207,379	Suspended / To Be Withdrawn	Roxanne Tanemori
291	1425 5th St	Scott Walter - WSC	90401	1425 5th St 23ENT-0056	03/29/23	Use: 13-story mixed-use housing with ground floor commercial and residential units above -450,982 Total SF -13 Stories (135') -1,323 SF Commerical -449,659 SF Residential -375 Units	450,982	Suspended / To Be Withdrawn	Roxanne Tanemori
292	1038 10th St	Scott Walter - WSC	90403	1038 10th St 23ENT-0065	04/07/23	Use: 14-story residential building with 95 units -94,827 Total SF -14 Stories (149') -94,827 SF Residential -95 Units -70 Parking spaces	94,827	Suspended / To Be Withdrawn	Roxanne Tanemori
293	1007 Lincoln Blvd	Scott Walter - WSC	90403	1007 Lincoln Blvd 23ENT-0066	04/07/23	Use: 14-story residential building with 95 units -95,325 Total SF -14 Stories (149') -95,325 SF Residential -95 Units -20 Parking spaces	95,325	Suspended / To Be Withdrawn	Roxanne Tanemori

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
294	216 Pico Blvd	Jacob Stark	90405	216 Pico Blvd 22ENT-0034	02/08/22	Use: 5-story mixed-use housing with ground floor commercial and residential units above -289,078 Total SF -5 Stories (58') -10,632 SF Commerical -128,609 SF Residential -219 Units	Unit Mix: -78 Studio -73 1-bedroom -48 2-bedroom Affordability: -16 1-bedroom	Approved	Ana Fernandez
295	Sweet Maple	Hoyul Steven Choi, 1705 Partners LLC	90401	1705 Ocean Ave 23ENT-0079	5/4/2023	Alcohol Exemption	N/A	Approved	Shira Moch
296	The Courtyard Kitchen	Danny Rice	90403	1211 Montana Ave 23ENT-0075	4/28/2023	Alcohol Exemption	N/A	Approved	David Eng
297	1527 Lincoln Blvd	US 1527 Lincoln Owner LLC	90401	1527 Lincoln Blvd 22ENT-0037	02/15/22	Use: 5-story mixed-use housing with ground floor commercial and residential units above -84,274 Total SF -5 Stories (50') -8,700 SF Commerical -75,562 SF Residential -114 Units	Unit Mix: -13 Studio -64 1-bedroom -21 2-bedroom -16 3-bedroom Affordability:	Approved	Ross Fehrman

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY	PROCESS STATUS ³	PLANNER
298	825 Santa Monica Blvd	Steve Bond	90401	825 Santa Monica Blvd 21ENT-0261	11/30/21	Use: 4-story mixed-use housing with ground floor commercial and residential units above -42,184 Total SF -4 Stories (47') -4,266 SF Commerical -37,918 SF Residential -56 Units -106 Parking spaces	-1 Studio -42 1-bedroom -11 2-bedroom -2 3-bedroom Affordability: -3 1-bedroom -1 2-bedroom	Withdrawn	Cary Fukui
299	1665 Appian Way Residential	Shyle LP	90401	1665 Appian Way 16ENT-0112 16ENT-0113 16ENT-0114	08/04/16	Use: Mixed-Use Residential/Retail CEQA Status: Exempt LUCE Tier: N/A -3 stories/40 feet -3 units -6 parking spaces	Unit Mix: 3 - 2 bedroom Affordability: TBD	Approved	Ross Fehrman
300	3402 Pico Blvd	BKNM, LLC Attn: Ben Vandebunt	90405	3402 Pico Blvd 22ENT-0043	02/26/22	Use: New Tier 1 office building -2 stories (30') -47,440 SF -216 Parking Spaces	Unit Mix: N/A	Approved	Grace Page
301	Stefano's	Stephen Gaudio, Todd Ziman	90401	1310 3rd Street Prom 22ENT-0232	9/7/2022	Alcohol Exemption	N/A	Approved	David Eng
302	Perry's Café	Chaos Enterprises Inc, Richard Chacker	90401	2600 Ocean Front Walk 23ENT-0091	5/31/2023	Alcohol Exemption	N/A	Approved	Becky Cho

CITY OF SANTA MONICA MAJOR DEVELOPMENT PROJECTS ¹ : APPROVED/DENIED/WITHDRAWN PROJECTS									
	NAME	APPLICANT	ZIP	ADDRESS/ DEV#	FILE DATE	DESCRIPTION	UNIT MIX, SIZE AND AFFORDABILITY ²	PROCESS STATUS ³	PLANNER
303	Perry's Café	Chaos Enterprises Inc, Richard Chacker	90401	930 Palisades Beach Rd 23ENT-0092	5/31/2023	Alcohol Exemption	N/A	Approved	Becky Cho
304	Bourget Brothers	Bourget Brothers Building Materials	90404	1713 11th St 22ENT-0272	10/20/22	Use: 2-story lumber storage structure and open building materials racks -2,191 Total SF -2 Stories (21') -2,191 SF Commerical -0 Parking spaces	N/A	Approved	Ivan Lai
305	1620 Euclid St	1650 Euclid Owner, LLC Attn: Laura Doerges	90404	1620 Euclid St 22ENT-0159	06/08/22	Use: New Tier 2 creative office building -3 stories (45') -47,391 SF -160 Parking Spaces	Unit Mix: N/A	Approved	James Combs
306	Aja Vineyard	Amanda Greenbaum	90401	1417 2nd St 23ENT-0145	8/8/2023	Alcohol Exemption	N/A	Approved	Liku Abera
307	Pickle Pop	Pickle Pop LLC	90401	1231 3rd Street Prom 23ENT-0179	9/26/2023	Alcohol Exemption	N/A	Approved	Liku Abera
308	Meat on Ocean	Kaitlin Crowley	90401	1501 Ocean Ave 23ENT-0152	8/15/2023	Alcohol Exemption	N/A	Approved	Ivan Lai

FOOTNOTES

1. Major Development Project is defined as:
 - Projects exceeding 15 units in residential districts -OR-
 - Projects exceeding 7,500 SF in commercial districts
2. Priority Processing Categories
 - Revenue Generator
 - Education
 - Tier 1 & 2
 - Existing Settlement Agreements
 - Unit Mix (all of the following):
 - Max 20% Studio
 - Min 20% two-bedroom
 - Min 10% three-bedroom
 - Affordability:
 - Min 15% very low / 50% AMI and
 - Min 5% mod / 80% AMI (3-bedroom units)
3. Process Status: NA - Not Applicable; TBD - Hearing not yet scheduled
DA Process for CEQA Exempt projects:
Community Meeting: Required
ARB Float up: Optional: Tier 1, Tier 2 Required: Tier 3 and Downtown projects over 60' between 2nd, 4th, Wilshire, 1-10 Fwy and over 45' in the remainder of Downtown.
PC Float up: Same as ARB & not required for permitted uses in existing structure where new construction <1% existing floor area (may include building height increase).
CC Float up: Not required
PC Hearing: Required
CC Hearing: Required
ARB Hearing: Required
DA Process for projects subject to CEQA:
Community Meeting: Required
ARB Float up: Optional: Tier 1, Tier 2 Required: Tier 3 and Downtown projects over 60' between 2nd, 4th, Wilshire, 1-10 Fwy and over 45' in the remainder of Downtown.
PC Float up: Same as ARB & not required for permitted uses in existing structure where new construction <1% existing floor area (may include building height increase).
CC Float up: Required: all projects except permitted uses in existing structure where new construction <1% existing floor area (may include building height increase).
PC Hearing: Required
CC Hearing: Required
ARB Hearing: Required

ATTACHMENT 5

Historic Resource Assessment

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HISTORIC RESOURCE ASSESSMENT

3400 Airport Avenue
Santa Monica, California



Prepared for:

Harding Larmore Kutcher & Kozal, LLP
1250 Sixth Street, Suite 200
Santa Monica, CA 90401-1602

Prepared by:

Chattel, Inc. | Historic Preservation Consultants
13417 Ventura Boulevard
Sherman Oaks, CA 91423

October 16, 2023

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I. INTRODUCTION AND EXECUTIVE SUMMARY

The purpose of this Historic Resources Assessment (HRA) is to determine whether the building at 3400 Airport Avenue, Santa Monica, California (Assessor Parcel Number 4272-026-902, subject property) is eligible for inclusion in the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register), and/or for designation as a City of Santa Monica (City) Landmark or Structure of Merit or as a Contributor to a Historic District. The result of the evaluation will determine if the subject property is a historical resource for the purposes of California Environmental Quality Act (CEQA).¹

The subject property consists of a single-story office building with three ancillary buildings situated on the southern portion of a 95.86-acre the Assessor parcel, which is also part of the larger Santa Monica Municipal Airport complex. The subject property is a leasehold of approximately 2.7-acres of the 95.86-acre. Constructed in 1950 as the Santa Monica U.S. Naval Marine Corps Training Center (naval reserve training center), the subject property reflects a military utilitarian style with Late Moderne influences. Located adjacent to the City of Los Angeles, the subject property is bounded by Airport Avenue to the north, Bundy Drive to the east, with surface parking generally to the east and west.

For the reasons stated in this HRA, the subject property was found to be ineligible for listing in the National Register or California Register or for designation as a local City Landmark, Structure of Merit, or for identification as a contributor to a potential Historic District. Thus, the subject property is not a qualified historical resource for the purposes of CEQA. To make this assessment, Chattel conducted a site visit and researched the subject property using primary and secondary resources, compared like properties, and utilized City and other historic contexts.

Refer to Attachment A for site plan, Attachment B for historic images, Attachment C for maps, Attachment D for contemporary photographs, Attachment E for comparative properties, and Attachment F for Airport Lease Agreement (2013).

¹ CEQA Guidelines §15064.5 (b)(1))

II. QUALIFICATIONS

Chattel, Inc. (Chattel) is a full-service historic preservation-consulting firm with practice throughout the western United States. The firm represents governmental agencies and private ventures, successfully balancing project goals with a myriad of historic preservation regulations without sacrificing principles on either side. Comprised of professionals meeting the *Secretary of the Interior's Professional Qualifications Standards* in history, architecture, architectural history, and historic architecture, the firm offers professional services including historical resources evaluation and project effects analysis, in addition to consultation on federal, state, and local historic preservation statutes and regulations.

Chattel staff engage in a collaborative process and work together as a team on individual projects. This report was prepared by President Robert Jay Chattel, architectural historian and preservation architect, and Associate II August Phillips, historian. Additional review was provided by Principal Associate Leslie Heumann, architectural historian.

III. METHODOLOGY

Primary and secondary source materials were consulted for the development of this assessment and applicable historic contexts. For a complete list of sources, see bibliography. Sources generally included:

- Building permits and records from the City of Santa Monica
- Citywide Historic Context Statement & Survey Findings prepared by Architectural Resources Group and Historic Resources Group, 2018
- Newspaper articles (primarily from the *Los Angeles Times*, available online through Newspapers.com) and *Corsair*
- Historic and current aerials from University of California, Santa Barbara Air Photographs
- Publications, including “Naval and Marine Corps Reserve Center Los Angeles,” by Bruce R. Lively
- Historic photographs and other documentation from the Santa Monica History Museum Archives, University of California, Santa Barbara Air Photo Collection, University of Southern California Special Collections, University of California, Los Angeles Air Photo Archives, and Los Angeles Public Library Special Collections

A site visit was conducted by President Robert Jay Chattel, architectural historian and preservation architect, and Associate II August Phillips, historian, on April 14, 2023, during which the exterior of the subject property was extensively photographed, and integrity was assessed.

IV. REGULATORY SETTING

National Register of Historic Places

The National Register is the nation's official list of historic and cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, as amended, the National Register is part of a federal program to coordinate and support public and private efforts to identify, evaluate, and protect the country's historic and archaeological resources. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by the National Park Service (NPS), which is part of the United States Department of the Interior.

Resources are eligible for National Register listing if they:

- A) are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) are associated with the lives of significant persons in our past; or
- C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) have yielded or may be likely to yield, information important in history or prehistory.²

Once a resource has been determined to satisfy one of the above-referenced criteria, then it must be assessed for integrity. Integrity refers to the ability of a property to convey its significance, and the degree to which the property retains the identity, including physical and visual attributes, for which it is significant under the four basic criteria listed above. The National Register recognizes seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association. To retain its historic integrity, a property must possess several, and usually most, of these aspects.

The National Register includes only those properties that retain sufficient integrity to accurately convey their physical and visual appearance from their identified period of significance. Period of significance describes the period during which a property's importance is established. It can refer simply to the date of construction, or it can span multiple years, depending on the reason the property is important. The period of significance is established based on the property's relevant historic context and as supported by facts contained in the historic context statement.

Evaluation of integrity is founded on "an understanding of a property's physical features and how they relate to its significance."³ A property significant under Criterion A or B may still retain sufficient integrity to convey its significance even if it retains a low degree of integrity of design, materials or workmanship. Conversely, a property that derives its significance exclusively for its architecture under Criterion C must retain a high degree of integrity of design, materials, and workmanship. For some properties, comparison with similar properties is considered during the evaluation of integrity, especially when a property type is particularly rare.

² National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).

³ Ibid.

While integrity is important in evaluating and determining significance, a property's physical condition, whether it is in a deteriorated or pristine state, has relatively little influence on its significance. A property that is in good condition may lack the requisite level of integrity to convey its significance due to alterations or other factors. Likewise, a property in extremely poor condition may still retain substantial integrity from its period of significance and clearly convey its significance.

California Register of Historical Resources

The California Register of Historical Resources (California Register) was established to serve as an authoritative guide to the state's significant historical and archaeological resources (Public Resources Code (PCR) §5024.1). State law provides that in order for a property to be considered eligible for listing in the California Register, it must be found by the State Historical Resources Commission to be significant under any of the following four criteria of significance, which are modeled on National Register criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies distinctive characteristic of a type, period, region or method of construction or represents the work of a master or possesses high artistic values;
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The primary difference between eligibility for listing in the National and California Registers is integrity. Properties eligible for listing in the National Register generally have a higher degree of integrity than those only eligible for listing in the California Register. There is, however, no difference with regard to significance. A property that meets the significance criteria for California Register eligibility would also be eligible for listing in the National Register unless there are issues of integrity that decrease the ability of the property to convey its significance.

The California Register also includes properties which: have been formally *determined eligible for listing in*, or are *listed in* the National Register; are registered State Historical Landmark Number 770, and all consecutively numbered landmarks above Number 770; points of historical interest, which have been reviewed and recommended to the State Historical Resources Commission for listing; and city and county-designated landmarks or districts (if criteria for designation are determined by State of California Office of Historic Preservation (OHP) to be consistent with California Register criteria). Public Resources Code (PRC) §5024.1(g) also states:

A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- 1) The survey has been or will be included in the State Historical Resources Inventory.
- 2) The survey and the survey documentation were prepared in accordance with [OHP]... procedures and requirements.
- 3) The resource is evaluated and determined by the office to have a significance rating of category 1-5 on DPR [Department of Parks and Recreation] form 523.
- 4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Resources can be eligible as a California Register historic districts if they meet National Register historic district criteria.

California Environmental Quality Act (CEQA)

According to CEQA,

a historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (Public Resources Code §21084.1).

If a proposed project were expected to cause *substantial adverse change* in the significance of an historical resource, environmental clearance for the project would require mitigation measures to avoid or reduce impacts. "Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."⁴ California Code of Regulations, Title 14, Chapter 3, §15064.5 (b)(2) describes *material impairment* taking place when a project:

- A) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... or
- B) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register... or its identification in an historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- C) demolishes or materially alters those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... as determined by a lead agency for the purposes of CEQA.

⁴ CEQA Guidelines §15064.5 (b)(1))

City of Santa Monica Landmark, Structure of Merit and Historic District

The City of Santa Monica Landmarks and Historic District Ordinance permits the Landmarks Commission to designate a property as a Landmark if it meets one or more of the following criteria:⁵

1. It exemplifies, symbolizes, or manifests elements of the cultural, social, economic, political, or architectural history of the City.
2. It has aesthetic or artistic interest or value, or other noteworthy interest or value.
3. It is identified with historic personages or with important events in local, state or national history.
4. It embodies distinguishing architectural characteristics valuable to a study of a period, style, method of construction, or the use of indigenous materials or craftsmanship, or is a unique or rare example of an architectural design, detail, or historical type to such a study.
5. It is a significant or a representative example of the work or product of a notable builder, designer, or architect.
6. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City.

The City also recognizes Structures of Merit. While these properties are not eligible as individual Landmarks, they are still recognized with a “more limited degree of individual significance.”⁶ The Landmarks Commission can designate a property as a Structure of Merit if it meets one or more of the following criteria:⁷

- A. The structure has been identified in the City’s Historic Resources Inventory.
- B. The structure is a minimum of 50 years of age and meets one of the following criteria:
 - The structure is a unique or rare example of an architectural design, detail or historical type.
 - The structure is representative of a style in the City that is no longer prevalent.
 - The structure contributes to a potential Historic District.

Furthermore, the City recognizes historic districts as “any geographic area or noncontiguous grouping of thematically related properties.”⁸ In addition to meeting one of the above criteria, a historic district may also be found to be significant if:

- 1) It is a noncontiguous grouping of thematically related properties or a definable area possessing a concentration of historic, scenic or thematic sites, which contribute to each other and are unified aesthetically by plan, physical development or architectural quality.
- 2) It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning.

⁵ Santa Monica Municipal Code §9.56.100(a).

⁶ City of Santa Monica, “Historic Preservation in Santa Monica,”
<<http://www.smgov.net/Departments/PCD/Programs/Historic-Preservation/>>.

⁷ Santa Monica Municipal Code §9.56.080.

⁸ Santa Monica Municipal Code §9.56.030.

- 3) It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City.

As described in Santa Monica Municipal Code section 9.56.060 and section 9.56.110, “the designation of any improvement as a Structure of Merit, Landmark, or Contributing Building or Structure [to a historic district] shall only include the exterior features of the improvement;” however, “any interior space regularly open to the public, including, but not limited to, a lobby area” may be included in a designation.

V. DESCRIPTION

Physical Description

The following physical description is based on review of historic documentation and inspection. Refer to Attachment A for site plan, Attachment B for historic images, Attachment C for maps, Attachment D for contemporary photographs, Attachment E for comparative properties, and Attachment F for Airport Lease Agreement (2013).



Figure 1. Aerial view of 3400 Airport Avenue with red outlining subject property and dashed line outlining City of Santa Monica and City of Los Angeles limits.

Setting

Situated on the southern portion of a 95.86-acre parcel, part of the larger Santa Monica Municipal Airport complex, the subject property is a leasehold of approximately 2.7-acres and contains a 1950 military utilitarian building with Late Moderne influences. The building consists of a single-story, east-west, linear, and flat-roofed rectangular wing, with four separate, front-gabled, north-south wings extending to the south from the eastern two thirds of the south elevation (the office building). The subject property is oriented north towards the parking lot of Airport Park (park) which runs along the north side of Airport Avenue. The angled runway of the Santa Monica Airport lies north of the park and a wedge-shaped area of park buildings. Three ancillary buildings are located to the south of the main office building, and, from west to east, are labeled as Ancillary Building A, Ancillary Building B, and Ancillary Building C (see figure 1). These ancillary buildings border City of Santa Monica and City of Los Angeles limits. The parking lot at the east elevation has a driveway accessing the Santa Monica College Bundy Campus (Bundy Campus) located in the City of Los Angeles south of the subject property. Landscaping separates the north elevation from the sidewalk. Surface parking lots are located generally to the east and west of the subject property.

Exteriors

The north elevation (primary façade) consists of an east-west linear rectangular wing (main wing), with a flat roof surrounded by a low parapet. A shallow coping detail edges the parapet. A 1956

addition, which extended the main wing to the west, has a slightly higher roofline. The walls are unadorned and mostly clad in stucco, accented with vertical wood panels and narrow red brick at the primary entrance, asymmetrically placed to the east of center on the north elevation. The building rests on a concrete foundation that is at grade near the eastern corner and slopes up slightly to the west. The site also slopes down to the south away from the street. A series of ribbons of continuous windows spans the north elevation. Each individual window unit consists of three lights, with upper and lower operable awning-type sash and a middle-fixed pane. The window groupings are surrounded by wood frames set flush with the wall. All windows appear to be original to the date of construction, with the exception of two sliding windows situated at the west elevation of the main wing addition. These windows consist of what appears to be multi-light sliding units.

The façade was originally nearly symmetrical but became asymmetrical after the 1956 addition. Deeply recessed, the primary entrance is accessed by an at-grade concrete walkway and announced by a cantilevered canopy that angles out from the building to form a triangle over the walkway. The canopy is edged by a broad fascia and its soffit, which steps down towards the doorway, is clad in wide wood shiplap. The left (east) wall of the entry is clad in vertical shiplap to match the soffit, wrapping the corner of the entry recess onto the façade. An aluminum-framed, double glass door is flanked on the left by a vertical window consisting of a stack of four, square, fixed panes, and both the doorway and window are topped by a transom. To the right (west), a plate glass window similar to width of the doorway and extends full height. A wall of Roman red brick is west of the entry and is continuous from the interior to the exterior. It also wraps onto the façade. A low, brick-clad planter containing a tree and low-vegetation parallels the brick wall, also wrapping the corner. Two additional recessed entrances are also located toward the east and west ends of the north elevation. The eastern entrance is accessed by an at-grade concrete walkway and consists of double wood doors partially framed with a vertical window and transom similar to the primary entrance. The western entrance is accessed by three concrete steps above grade and consists of double glass and metal doors with a single-light window to the west and a transom. Landscaping at the north elevation consists of grass lawns, with shrubs and low-lying vegetation bordering the building. A steel flagpole is situated near the primary entrance walkway and was erected concurrent with the building in 1950. A contemporary address sign is located in the lawn near the western entrance.

The four north-south gabled wings (gabled wings), which are attached to the south elevation of the main wing, are similar to each other in design, material, and fenestration. The gable roofs are medium pitched, clad in composition shingles, and have slightly overhanging eaves. The walls are clad in smooth stucco and are unadorned. The gabled wings appear to rest on a raised concrete foundation. Courtyards are situated between each gabled wing, with hyphens centrally located between the three western wings and the south half of the two easternmost gabled wings connected by infill. The east and west elevations of the gabled wings display fenestration similar to the main wing, with reflective film installed at the interior. An entrance is located at the east elevation of the easternmost gable wing. This entrance is accessed at grade and has a cantilevered canopy above a double metal door, with a wood frame that is flush with the wall.

The fenestration at the south elevations of the gabled wings varies in design and material. The doors are a variety of double wood doors, double metal doors with single light, or single metal slab doors. All south elevation doors are above grade and accessed by concrete stairs with metal handrail, wood stairs with wood handrail, or contemporary composite stairs. Windows at the south elevations follow the typical window pattern, with additional variation such as single or double light glazing units. The south elevation of the easternmost gabled wing has the most irregular fenestration pattern, with a T-shaped arrangement of window openings on the upper elevation suggesting a

mezzanine level and a row of single sash across the lower level. It appears there was a steel framed mezzanine level inserted in the easternmost gabled wing visible on the exterior.

Landscape

The landscaping at the north elevation consists of grass and a series of shrubs near the building. At the primary entrance, the brick planter contains a mature tree. Most of the subject property is surrounded by asphalt paving at the east, south, and west elevations. There are a few raised planters at the south elevation, but these appear to be contemporary features.

Ancillary Buildings

Just south of the main building are the three ancillary buildings (Ancillary Buildings A, B, and C), which were constructed between 1950 and 1952. All three ancillary buildings are oriented toward the north and are arranged in a linear plan along the south property line. The subject property also contained an additional ancillary building constructed between 1950 and 1952 and situated at the southeast of the subject property; this building was demolished sometime after 2007.

From west to east, Ancillary Building A is a single-story, long, rectangular building and has a flat roof with overhanging eaves and walls consisting of concrete masonry units. Fenestration at this building includes a central metal sliding door, a single metal slab door, and three double-hung wood frame windows. Ancillary Building B is a rectangular single-story building with a flat roof and is clad in stucco. A single-story addition was added sometime after 2007 to the east elevation. Ancillary Building C consists of a small square structure that has a low-pitched gabled roof, walls made of concrete masonry units, and a single metal slab door at north elevation.

Alterations

Since the original construction, there have been several alterations made to the subject property. The main wing originally did not extend beyond the gabled wings. In 1956, a single-story addition was added to the building at the west elevation. During the 1970s and 1980s, alterations were made at the south and west elevations of the 1956 addition, which included new window and door openings.

At the gabled wings, most, if not all alterations appear to have been concentrated at the south elevation and easternmost wing. While it is unclear when these alterations to windows, doors, stairs, and added mezzanine occurred, variation in design, material, and style of entrances at the south elevation suggest changes were made. Historic photos show a painted roof sign, called an airmarking, reading "Naval Reserve Training Center" was on the easternmost gabled wing. The airmarking is no longer extant.

Ancillary Buildings A, B, and C are relatively unaltered since the period of construction. Of these buildings, Ancillary Building B had an addition at the east elevation sometime after 2007. As previously noted, an additional ancillary building dating to the same period was demolished sometime after 2007 to make room for an egress driveway for the Bundy Campus of Santa Monica College.

V. HISTORY OF SUBJECT PROPERTY

The main building at 3400 Airport Avenue was constructed in 1950 as the Santa Monica U.S. Naval Marine Corps Reserve Training Center (naval reserve training center or naval armory), which operated at this location from 1950 to 1973. Situated on the north portion of former Santa Monica Municipal Golf Course land, the subject property is located on the south side of the Santa Monica Municipal Airport (SMA). The naval reserve training center displays military utilitarian styling with Late Moderne influences. Research did not indicate that the building was designed by a civilian architect. After closure of the naval reserve training center, the aviation manufacturing company, William Lear affiliate Lear Siegler, Inc. (former Lear, Inc. that had occupied a 10.4-acre City of Los Angeles parcel adjacent to the subject property since 1952) began leasing the former naval armory in 1976 from the City of Santa Monica. Lear Siegler, Inc. underwent several name changes throughout the 1970s and 1980s until the company was acquired by BAE Systems Aircraft Control (BAE Systems) in 1987. BAE Systems continued to lease the subject property from the City of Santa Monica. In 2001, BAE Systems Aircraft sold the 10.4-acre site south of the subject property to Santa Monica College (SMC). In 2012, the City of Santa Monica and SMC joined into a lease agreement for the building at 3400 Airport Avenue. SMC retains the option to purchase a portion of the non-aviation land from the City of Santa Monica that encompasses the subject property.

Site Development

As noted above, prior to construction of the subject property, its site and the surrounding area were improved as the Santa Monica Municipal Golf Course. The golf course closed in 1945 when the United States leased the SMA, and the south side of the airfield was developed. The installation of Airport Avenue was integral to this development and the naval reserve training center was part of the plan.⁹ Historic photographs show that by 1947 buildings had been constructed at the south side of the airfield. By 1949, construction of the subject property had begun. A *Los Angeles Times* article dated July 5, 1949, announced:

Adm. Wilder D. Baker, commandant of the 11th Naval District, turned the first shovelful of earth yesterday in ground-breaking ceremonies for a \$250,000 U.S. Naval-Marine Corps Reserve Training Center at the Santa Monica Municipal Airport. Capt. Edmond S. Gillette was master of ceremonies. Mayor Mark T. Gates of Santa Monica turned over the site to the Navy on behalf of the City Council and City Manager.¹⁰

By 1952, four ancillary buildings had been constructed south of 3400 Airport Avenue, with a small parking lot to the west. William Lear's company operated several adjacent buildings beginning in 1952 for general aviation use including a central manufacturing building which operated as an aircraft-servicing facility just south of the subject property. The 10.4-acre site was accessed from an early egress pathway that ran south from Airport Avenue, with another egress pathway just east of the subject property.

Naval Reserve Training Center

The Santa Monica naval reserve training center became one of seven naval reserve training centers in Los Angeles County, with headquarters located at the U.S. Naval and Marine Corps Reserve Training Center in Chavez Ravine northwest of downtown Los Angeles.¹¹ Prior to construction of 3400 Airport Avenue, the Santa Monica naval reserve training center operated from a building at

⁹ Santa Monica College *Santa Monica College Bundy Campus Master Plan*, prepared by Widom, Wein, Cohen, O'Leary, and Terasawa, February 12, 2007, 20

¹⁰ "Ground Broken for New Reserve Training Center," *Los Angeles Times*, July 5, 1949.

¹¹ "Gillette Named Naval Reserve Brigade Chief," *Los Angeles Times*, August 18, 1950.

Fifth Street and Ocean Park Boulevard.¹² Completion of the new naval training center in Santa Monica was announced in Santa Monica-based newspaper *Corsair* dated January 11, 1950:

The United States Naval Reserve has expanded its program to include technical training in the field of electronics, with the newly constructed training center to be situated on the grounds of the Santa Monica Airport. There are now openings in the program for men over the age of seventeen who are interested and qualified.¹³

Job openings for the Santa Monica naval reserve training center were announced throughout the year, requesting applications for positions for radiomen, quartermaster, metalsmith, mechanists, enginemen, and administrative personnel for clerical duties.¹⁴ The Santa Monica reserve training center primarily served veterans, college students, and reservists. Veteran programs offered the Navy a chance to maintain well-trained personnel and provided interested veterans with part-time training opportunities.¹⁵ The reserve officer training program recruited college students. Enlistees in the naval reserves were often exempt from the military draft, granted they remained in good standing by attending required meetings.

Beginning in the early 1940s, Santa Monica College offered naval training courses with students traveling for summer programs at various training centers throughout the country, including in Texas and Rhode Island.¹⁶ Following completion of the new naval training center in 1950, students began to attend weekly courses and meetings at 3400 Airport Avenue. Throughout the decade, Santa Monica College students continued to enroll in the program and attend summer trainings.

The Santa Monica naval reserve training center was also the headquarters of the Naval Reserve Surface Division (NRSD) 11-48, comprising 15 officers and 185 reservists. NRSD 11-46 also operated from the Santa Monica naval reserve training center. These two divisions offered instruction in the classifications of metalsmiths, radiomen, boatswain's mates, electronic technicians, quartermasters, enginemen, and hospital men.¹⁷

As typical at all military installations, the naval reserve training center in Santa Monica held annual open houses, often in observance of Armed Forces Day, during which military technology was demonstrated, drills were conducted, information was disseminated, and opportunities for recruitment utilized.¹⁸ Newspaper articles throughout the first decade consistently advertised open house, recruitment, or award ceremonies.

In 1959 the Sea Cadet youth program was created to train members between the ages of 14 to 16. The Santa Monica naval reserve training center expanded its operations to include the Sea Cadet program, along with eight other training centers (Pomona, Pasadena, North Hollywood, Corona-Riverside, Long Beach, Santa Ana, San Diego and Phoenix).¹⁹

Throughout the first two decades of operation, the Santa Monica naval reserve training center remained in continuous operation, winning several national awards for training and recruitment

¹² "Naval Reserve Offers Money," *Corsair*, March 10, 1948.

¹³ "Naval Reserve Expands Technical Training Jobs," *Corsair*, January 11, 1950.

¹⁴ "USNR Seeking New Reservists," *Corsair*, December 13, 1950.

¹⁵ "Navy Postwar Reserve Offers Opportunities to Former GOBs," *Corsair*, October 23, 1946.

¹⁶ "Naval Reserve Offers Money, Training," *Corsair*, March 10, 1948.

¹⁷ "Naval Reserve's Finest Demonstrates Training," *Evening Outlook*, October 19, 1955.

¹⁸ "Military Units to Hold Open House: Local Installation Invite Public to Join in Marking Armed Forces Day," *Los Angeles Times*, May 9, 1954; "Corsairs Invited to Naval Center," *Corsair*, September 28, 1960. .

¹⁹ "Sea Cadets Must Shape up or Ship Out in Rigorous Program," *Los Angeles Times*, July 4, 1965.

efforts throughout its period of operation.²⁰ The final mention of the naval reserve training center in the *Los Angeles Times* occurred in 1973, with recruitment advertisements.²¹ In April 1976, announcements were made for a new reserve training facility in Encino. The new \$2 million, 15-acre facility would include advanced equipment for naval training, a library, classrooms, firing range, and an auditorium. The naval training centers in Santa Monica and North Hollywood were consolidated and moved to the new facility. A *Los Angeles Times* article from April 15, 1973, noted:

Because the activities outstripped the facilities in North Hollywood and Santa Monica, the new 15-acre center in Encino became the logical step for expansion and consolidating the reserve duties.²²

Lear Siegler Inc. (Former Lear, Inc)

Building permits in 1976 indicated that Lear Siegler, Inc (Lear Siegler) had become lessee of the subject property.²³ These permits were acquired to renovate interior spaces.²⁴ Between 1983 and 1996, the building at 3400 Airport Avenue was the office for Lear Siegler Astronic Division, which designed and manufactured electronic and electromechanical devices for the military.²⁵ In 1987, BAE Systems acquired the company and continued to operate its Lear Siegler Astronics Division at 3400 Airport Avenue.²⁶ The adjacent 10.4-acre site in the City of Los Angeles also continued operations under BAE Systems, which during the time contained approximately 199,000 square feet of buildings. BAE Systems sold the 10.4-acre Los Angeles parcel in 2001 to Santa Monica College and remained as a tenant at the site until February 2003.²⁷

Santa Monica College

Beginning in 2005, Santa Monica College (SMC) began developing the City of Los Angeles 10.4-acre site as a satellite campus (the Bundy Campus), which included demolishing several buildings, altering egress driveways, adding parking spaces, and altering the main manufacturing building for general administrative office and classroom space. In 2013, the City of Santa Monica and SMC entered into an Airport Land Lease Agreement, wherein SMC leased the building at 3400 Airport Avenue and approximately 2.7-acres of City of Santa Monica land. This agreement provided SMC with the right to lease any vacant office space.²⁸ This 2013 agreement further provided SMC the right to demolish any building on the premises without approval from the landlord.²⁹ SMC currently manages additional lease agreements with various tenants who occupy 3400 Airport Avenue.³⁰

²⁰ "Navy District Honors Two Reserve Units," *Los Angeles Times*, August 19, 1953; "Navy Center in S.M. Wins Prize," *Los Angeles Times*, March 8, 1973

²¹ "Navy Reserve Offers Made to Veterans," *Los Angeles Times*, March 15, 1973.

²² "New Training Center a Showcase for Navy," *Los Angeles Times*, April 15, 1973.

²³ Application for Building Permit for 3400 Airport Avenue, Building Department, City of Santa Monica, March 9, 1976.

²⁴ Application for Building Permit for 3400 Airport Avenue, Building Department, City of Santa Monica, April 26, 1976.

²⁵ "Environmental Test Support Engineer," *Los Angeles Times*, June 26, 1983; "LSI Astronics" *Los Angeles Times*, January 18, 1987; "Gyro Tech," *Los Angeles Times*, January 29, 1989; "Engineer Opportunities," *Los Angeles Times*, July 14, 1996.

²⁶ Santa Monica College Santa Monica College Bundy Campus Master Plan, 21.

²⁷ Santa Monica College Santa Monica College Bundy Campus Master Plan, 21.

²⁸ Letter of Agreement City of Santa Monica and Santa Monica Community College District, contract No. 9670 (CCS), effective July 1, 2015.

²⁹ Airport Land Lease Agreement between City of Santa Monica and Santa Monica Community College District, August 8, 2013.

³⁰ Santa Monica College, established in 1929, acquired its main campus at 1900 Pico Boulevard in 1940. Classes were first offered at the main campus in 1952. Today (2023), the school operates from the main campus and six satellite locations in Santa Monica and Malibu.

Ownership History

The ownership history table below is compiled from a chain of title prepared by Chicago Title Insurance Company on December 1, 2001. The chain of title description covers Lots 165 through 170, inclusive of Tract No. 10529, in the City of Santa Monica, County of Los Angeles. The subject property is located on 2.7-acre southeastern portion of the 95.86-acre, Assessor Parcel Number (APN) 4272-026-902; and is situated on a plot of land 100 x150 feet located on portions of Lots 165 and 168 of Tract No. 10529. Additionally, the Tri-Party Real Estate Exchange to Create Buffer Area Adjacent to Exposition Light Rail Phase 2 Maintenance Facility report prepared by City Council November 27, 2012, informed ownership history for agreements beyond 2001.

Date	Title Type	Grantor	Grantee	Property
1945	Declaration of Taking	City of Santa Monica	United States of America	Tract No. 8379 of Book 113, pages 54 to 56 168.87 acres, Santa Monica Municipal Airport
1949	Quitclaim Deed	United States of America	City of Santa Monica	Lots 5, 9, 12-14, 16-18, 21, 26, 29, 34, 35, 37, 30, 43, 55, 62, 71-73, 94-103, all in Tract No. 8379 of Book 113, pages 54 to 56 168.87 acres, Santa Monica Municipal Airport
1967	Lease	City of Santa Monica	Federal Aviation Agency	Lots 165 and 168 of Tract No. 10529
1983	Lease	City of Santa Monica	BAE System Aircraft Controls	3400 Airport Avenue
2013	Airport Land Lease Agreement	City of Santa Monica	Santa Monica Community College District	APN 4272-026-902 2.7 acres located at 3400 and 3500 Airport Avenue, Santa Monica

VI. Historic Context

Historic contexts or significant historical themes provide the relevant framework within which to evaluate significance of the subject property. The subject property has been evaluated under the following historic contexts: Santa Monica Municipal Airport, Naval and Marine Corps Reserve Training Centers, Lear Siegler, Inc., and military utilitarian buildings with Late Moderne style influences.

Clover Field/Santa Monica Municipal Airport

The following context was largely compiled and summarized using excerpts from the City of Santa Monica Historic Resources Inventory Updated Historic Context prepared by Architectural Resources Group and Historic Resources Group in 2018, the Compass Rose City of Santa Monica Landmark nomination prepared by Chattel in 2019, and the Compass Rose City of Santa Monica Landmark Assessment Report prepared by Ostashay and Associates Consulting in 2019.

Over its decades-long history, the Santa Monica Municipal Airport has played an important role in both the history of aviation in the United States and in the economic and regional development of Santa Monica. The Santa Monica Municipal Airport, one of the earliest airports in Los Angeles County, dates to 1917, when it was an informal local landing strip, located in a barley field, atop a mesa, just east of the then City limits. While historic photographs show no distinct runway, by 1922, there were roughly ten buildings located near the north end of the field. In 1923, the landing strip was officially established as an airfield by the U.S. Army Air Corps (Army). The airfield was named Clover Field, after the World War I pilot, Lieutenant Greayer Clover (1897-1918), who was a Los Angeles native and later died in France during a practice flight. The original site encompassed nearly 170-acres. In 1926, the City of Santa Monica held a special election to approve a bond for the purchase of 165 acres comprising most of Clover Field, for use as a general aviation public-use airport. The Army continued to occupy a portion of the airfield at the northeast corner. The property was acquired in July 1926, and in 1927 the name was changed to the Santa Monica Municipal Airport (SMA).³¹

In May of 1928, the City of Santa Monica also opened the Santa Monica Municipal Golf Course (golf course) adjacent to the airport, providing recreational facilities such as a golf course, tennis courts, archery range, baseball field, and clubhouses.³² Designed by William Watson, who is credited for designing over 100 golf courses throughout his career, the completed golf course encompassed over 100 acres. An article published in the *U.S. Air Service* dated January 1926 explained:

Clover Field at Santa Monica California was purchased recently by the City of Santa Monica for the sum of \$800,000. The field contains 173 acres and 67 acres of this will be used for the flying field, and Army Air Service and civilian hangars. The rest will be used as a municipal golf course.³³

In 1929, Douglas Aircraft Company (DAC) purchased property for their new headquarters at the northside of the SMA. DAC occupied a 124-acre site bordered by Ocean Park Boulevard to the north, Centinela Avenue to the east, SMA runway to the south, and 25th Street to the west. Through efforts to expand aircraft manufacturing at the SMA, DAC engaged in several land-transfers between the DAC and the City of Santa Monica. In 1935, DAC purchased 10.4-acre City of Los Angeles land,

³¹ City of Santa Monica Historic Resources Inventory Update Historic Context Statement, 249.

³² *Santa Monica College Bundy Campus Master Plan*, 20.

³³ "Douglas Company Now Employs 500 Men to Build New Plant in California," *U.S. Air Service*, Volume 11, No. 1 (January 1926), 52.

just south of the golf course. That same year, DAC traded the 10.4-acre parcel with the City of Santa Monica, for land adjacent to its operations on the north side of the airfield. Following the land-swap, the City of Santa Monica operated the 10.4-acre parcel as part of the golf course.³⁴ The Santa Monica Municipal Golf Course continued to operate as a recreational facility at the south side until 1945.³⁵

By the early 1930s, the single-dirt runway became more distinct. In 1937, a Works Progress Administration (WPA) project included paving 85,000 square yards of the Santa Monica Municipal Airport, which had previously been a grass field.³⁶ At this time, all of the aviation facilities (civilian, public use and private) associated with the SMA were still situated along the northern side of the airfield.³⁷

During World War II, SMA played a crucial role to the war effort. In 1945, the federal government leased the SMA and reconfigured the footprint of the original 'X' pattern runway into a single-east-west runway. That same year, the golf course was closed, and land along the south side of the SMA was developed for general aviation use. In 1948, the federal government relinquished its lease on the property, and returned control of the airport to the City of Santa Monica. For a short period of time, City officials considered expanding the SMA south of its original boundary, but eventually decided to develop the south side of the airport for general aviation manufacturing, constructing Airport Avenue.³⁸ The City additionally sold the 10.4 acre portion of former golf course land (located on City of Los Angeles land) to entrepreneur William Lear in 1952.³⁹

During the 1950s to 1970s, the SMA played a significant role in civilian aviation. Many pilots, who had served in World War II and the Korean War, purchased airplanes, and remained active in flying, utilizing the facility. In 1959, the SMA received a bronze plaque of dedication from the Native Daughters of the Golden West, acknowledging its nearly 40 years of contribution to global aviation. In the late 1960s, interest in general aviation peaked nationwide. Take-offs and landings at SMA reached an all-time high of over 356,000 a year, or 975 per day.⁴⁰ In 1978, there were 20,000 take-offs per month or 700 per day.⁴¹ In 1983, the City of Santa Monica adopted a new Airport Master Plan, followed by the Santa Monica Airport Agreement in 1984, between the City of Santa Monica and the Federal Aviation Administration.⁴²

Naval and Marine Corps Reserve Training Centers

The Naval and Marine Corps Reserve program (naval reserve program) emerged in the United States as a federal program through the Navy Appropriation Act of 1916. Founded in preparation for the U.S. entry into World War I, the naval reserve program initially only allowed Navy veterans to be eligible to join. While many military reserve programs can trace their origins to National Guard units,

³⁴ *Santa Monica College Santa Monica College Bundy Campus Master Plan*, 20.

³⁵ "Parley Called on Bay Area Play Center," *Los Angeles Times*, November 25, 1945.

³⁶ *American Aviation*, July 15, 1937.

³⁷ Ostashay, "City Landmark Assessment Report: Santa Monica Airport Compass Rose," 7.

³⁸ *Santa Monica College Santa Monica College Bundy Campus Master Plan*, 20-21.

³⁹ Ostashay, "City Landmark Assessment Report: Santa Monica Airport Compass Rose," 7; *Santa Monica College Santa Monica College Bundy Campus Master Plan*, 20; Architectural Resources Group and Historic Resources Group, "City of Santa Monica Historic Resources Inventory Update Historic Context Statement," prepared for the City of Santa Monica, March 2018, 256.

⁴⁰ Ostashay, "Santa Monica Airport Compass Rose," 8.

⁴¹ "Santa Monica Airport rich in Aviation History," *Los Angeles Times*, July 9, 1978.

⁴² Maria Zulick Nucci, "Every Unhappy Airport: Santa Monica and the Municipal Airport Conundrum," *The Air & Space Lawyer*, Vol. 32. No. 2 (2019), 3.

the National Defense Act of 1916 and 1920 solidified the creation of separate reserve forces.⁴³ According to the Historic Resource Eligibility Survey of the Naval and Marine Corps Reserve Center, Los Angeles, prepared by KEA Environment, Inc. and JRP Historical Consulting in 1997:

Armories were training buildings for National Guard units and later for reserve units of the Navy, Marine Corps, and Air Force. Most armories were built and owned by the military division of the state in which they were located, and most are associated with Army-based National Guard units. The majority of armories historically served as training sites for National Guard units but also as community centers. Armories were typically headquarters for local disaster preparedness programs and, not uncommonly, sites for dances and other social events in small communities without major civic spaces. Just before and after World War I, the various National Guard units became more and more closely associated with the regular service, and the Naval and Marine Corps created entirely Federal Reserve units. As this coordination and integration increased, more armory buildings were funded and owned directly by the service with which the units were associated.⁴⁴

In 1916, the U.S. Naval Reserve Force (USNRF) expanded naval reserve eligibility to civilians and organized reservists into six categories based on their experience, trade, and area of operability. Following World War I, the Naval Reserve Officer Training Corps (NROTC) was established to offer college students necessary Naval Science courses required to qualify them for commissions in the Naval Reserve. Beginning in 1926, this program initially operated from six universities including Harvard, Yale, Northwestern, Georgia Institute of Technology, University of Washington, and University of California, Berkeley.⁴⁵

The first naval reserve program was established in Los Angeles during the 1920s, with the program initially operating from a rented space in a converted garage at 1965 S. Los Angeles Street. However, throughout this period, the Navy had a very small presence in the Los Angeles area. Throughout the following decade, city officials in Los Angeles lobbied for Navy funds, which were then being directed primarily to naval facilities in Vallejo and San Diego. Los Angeles officials were also conscious of competing interests between local municipalities, such as Long Beach, which had successfully acquired air reserve units during the late 1920s.⁴⁶ However, by 1934 the City of Los Angeles had obtained Works Progress Administration (WPA) funds, with a portion of those funds set aside for a reserve training armory for sailors.⁴⁷

Designed by master architect Stiles O. Clements, construction for the first Los Angeles Navy and Marine Corps Reserve Armory began in 1938 at 851 Chavez Ravine Road, Los Angeles.⁴⁸ The Los Angeles Navy and Marine Corps Reserve Center (Los Angeles reserve center) was the first official naval reserve training center in Southern California and began operations in 1940 (California Historical Landmark No. 972 and City of Los Angeles Historic Cultural Monument No. 1101). The Los Angeles reserve center primarily served as a recruitment station, receiving center, and basic training facility.

⁴³ Barry M. Stentiford, *The American Home Guard: The State Militia in the Twentieth Century* (Texas, College Station: A&M University Press, 2002), 12.

⁴⁴ Rebecca Allen and Stephen D. Mikesell, *Historic Resources Eligibility Survey and Archeological Resources Inventory Survey of the Naval and Marine Corps Reserve Center, Los Angeles, California*, prepared for the U.S. Department of the Navy Southwest Division San Diego, 1997, 24.

⁴⁵ "A History Over Seventy Years in the Making," *Naval ROTC University of Kansas*, accessed August 14, 2023, <https://kunrotc.ku.edu/history>.

⁴⁶ Allen and Mikesell, *Naval and Marine Corps Reserve Center, Los Angeles*, 10.

⁴⁷ Bruce L. Lively, "Naval and Marine Corps Reserve Center Los Angeles," *Southern California Quarterly*, Vol 69, No. 2 (Fall 1987), 243.

⁴⁸ California Historical Landmark No. 972 and City of Los Angeles Historic Cultural Monument No. 1101.

During World War II, the Los Angeles reserve center was the primary training facility for Navy recruits in the Southern California region. Trainees lived on site, attended classes, and participated in drill training.

The building was designed specifically as a training center for Naval and Marine Corps Reserve units in Southern California. Its layout reflected this purpose. The great clear-span drill deck wing was designed to allow two Reserve regiments to train simultaneously. Many elements of the building were constructed in pairs, to facilitate simultaneous training for two units at the site. The drill deck, for example includes two bridges. The facility also has two separate galleys, as well as two groups of quarters for visiting flag officers; these were located in the third story of the office building. Because the Navy Reserve units that trained there included a Radio and Signal Corps School, the building was also fitted with a radio tower, integrated structurally and architecturally into the main buildings.

Immediately after V-J Day, the Los Angeles Reserve Center was used as a separation center for tens of thousands of Naval and Marine personnel who were being discharged. By 1946, the facility was again being used for its intended purpose: to train Naval and Marine Corps reserve units. Many of these Reserve units were called back into active duty in 1950, making the armory again an active part of the regular Navy. After the conclusion of the hostilities in Korea, however, the armory returned to a more predictable life as a reserve training center. It remained so until its closure in the late 1980s.⁴⁹

During World War II, more than 20,000 military personnel trained at the Los Angeles naval reserve training center. Throughout its entire 40 years of operation, the Los Angeles naval reserve training center serviced nearly 250,000 military personnel.⁵⁰

As part of the 11th Naval District, which included parts of Southern California, naval reserve training centers continued to be constructed throughout Los Angeles and Orange County following World War II. The Pasadena Naval Reserve Center was the next reserve training center, opened in 1946.⁵¹ In 1947, the Naval Reserve announced the quota for the 11th District would increase by nearly 70 percent.⁵² In 1947, a Naval Reserve Armory at 1250 N. Main Street, Los Angeles was closed to prepare for construction of three new naval reserve training centers elsewhere in the county. According to a *Los Angeles Times* article from June 27, 1947:

Plans are being expedited for early construction of three new reserve armories in the Los Angeles area to accommodate the rapidly growing new civilian naval reserve.⁵³

By 1950, U.S. Naval and Marine Corps Reserve Training Centers were located in Los Angeles, North Hollywood, Pasadena, Huntington Park, Compton, Long Beach, Terminal Island, Santa Ana, Santa Monica, Hawthorne and Los Alamitos. Headquarters for these reserve training centers were located at the Los Angeles naval reserve training center.⁵⁴ Refer to the table below for locations and dates of construction for the naval reserve training centers in Los Angeles County pre- and immediately post-war:

⁴⁹ Allen and Mikesell, *Naval and Marine Corps Reserve Center, Los Angeles*, 12-13.

⁵⁰ Denise Hamilton, "Armory Rises from Ashes to Serve Again," *Los Angeles Times*, September 18, 1986.

⁵¹ Lively, "Naval and Marine Corps Reserve Center," 250-254.

⁵² "Held Vital if U.S. Has Crisis," *Los Angeles Times*, May 17, 1947.

⁵³ "Reserve Armory Will be Moved," *Los Angeles Times*, June 27, 1947.

⁵⁴ "Gillette Named Naval Reserve Brigade Chief," *Los Angeles Times*, August 18, 1950.

Location	Address	Year Built	Style	Extant
Los Angeles	851 Chavez Ravine Road	1938	Art Deco	Yes
North Hollywood	12200 Sylvan Street	1948	military utilitarian with Late Moderne influence	No
Pasadena	2699 Paloma Street	1946	Mission Revival	Yes
Huntington Park	6925 Salt Lake Avenue	1948	Mission Revival	Yes
Compton	600 N. Alameda Street	1948	military utilitarian with Late Moderne influence	Yes
Santa Monica	3400 Airport Avenue	1950	military utilitarian with Late Moderne influence	Yes
Hawthorne	201 W. 126 th Street	1948	military utilitarian	No

Civilian engagement and interest in the Naval Reserve continued during the post-war years.⁵⁵ Active participation in these armory facilities continued as one author wrote, “the bulging decks of the post-war reserve center symbolized the local zeal for the cold war.”⁵⁶ In 1948, the Navy established a volunteer public relation unit, and offered a reserve retirement program, for those who achieved over 20 years of active participation. The outbreak of the Korean War in 1950, caused nearly 50 percent of the drilling reservists to be recalled for active duty. A *Los Angeles Times* article from November 1950 announced:

The Navy is currently seeking more than 2000 male veterans and nonveterans between the ages of 18 and 29 to rebuild reserve forces here, depleted by the Korean war. Men are offered rated and nonrated billets in units drilling once a week. A similar program is open to women.⁵⁷

Programs such as the Women Accepted for Volunteer Emergency Services (WAVES) began to emerge at various naval training centers, with headquarters at 1206 Santee Street, Los Angeles.⁵⁸ Additionally, youth programs such as the Sea Cadets and the Short Waves also generated larger reservist recruits during this period. Enrollment from college students in short-term training programs grew in the 1950s, with one *Los Angeles Times* articles published in 1951 stating:

The Navy announced that it plans to enroll some 800 college students in its 45-day reserve officer candidate school at the U.S. Naval Station, San Diego, this summer. The students will be taken from California and other Western and Midwestern States. The 1951 enrollment will be twice the total of 390 who attended last summer’s class. Freshman, sophomore, and junior college students may apply for enrollment at the Naval Reserve Training Center nearest their college or residence. The course is designed to qualify candidates for commissions as line officers in the Naval Reserve. There are Reserve Training Centers in Los Angeles, Long Beach, North Hollywood, Pasadena, Santa Monica, and Santa Barbara.⁵⁹

⁵⁵ Lively, “Naval and Marine Corps Reserve Center,” 255.

⁵⁶ Lively, “Naval and Marine Corps Reserve Center,” 255.

⁵⁷ “New Waves Unit Has 50 Teen-Age Members,” *Los Angeles Times*, November 15, 1950.

⁵⁸ “19 Waves Take Naval Oath in Mass Ceremony,” *Los Angeles Times*, December 27, 1950.

⁵⁹ “Navy Will Enroll 800 Students as Reserves,” *Los Angeles Times*, February 12, 1951.

After the conclusion of the Korean War in 1953, recruitment efforts increased throughout all naval reserve training centers. Throughout the 1950s, college and youth programs accounted for most of the advertisement of these smaller reserve training centers.⁶⁰ However, by the 1960s, national sentiments toward the military became less favorable, due to such issues as the Vietnam War.⁶¹ By 1973, a new naval reserve training center had been constructed in Encino, and the naval reserve training centers in Santa Monica and North Hollywood were consolidated and operations closed. The Los Angeles naval reserve training center in Chavez Ravine closed in the 1980s.

Lear Siegler (Former Lear, Inc.)

William P. Lear (1902 -1978) was an electrical engineer and founder of several corporate aircraft manufacturing companies. Born and raised in Hannibal, Missouri, Lear first served in the navy during World War I, where he studied radio manufacturing and design. After the war, Lear went on to design a universal radio amplifier and sold the plans to Radio Corporation of America, launching his early career and operations in aircraft radio and navigation devices. He founded his several companies throughout the 1930s, until forming Lear, Inc. by 1939 in Dayton, Ohio to market his radio navigation system.⁶² During World War II, Lear, Inc. obtained several government contracts and continued manufacturing aircraft equipment.⁶³ Between 1950 and 1962, sales for Lear, Inc. grew to \$90,000,000 with new plants opening across the country in California, Michigan, Illinois, and Pennsylvania.

Following the federal government relinquishment of SMA in 1948, Lear, Inc. established a manufacturing plant on the 10.4 acre City of Los Angeles parcel, just south of the subject property. From 1952 to 1981, Lear, Inc. developed the plant with manufacturing and office buildings.⁶⁴ In 1954, a 95,000-square foot building was constructed on Airport Avenue for Lear, Inc.'s Astronics Division (Building No. 1, no longer extant).⁶⁵ The Astronics Division designed and produced automatic flight control systems, all-weather landing systems and systems for remotely piloting aircraft. A two-story addition was added in 1956, on the south end of Building No. 1 to house the firm's Aircraft Engineering and Instrument Production Divisions. The design featured a brick and plate glass façade.⁶⁶

In 1955, Lear expanded operations at the Santa Monica Airport by constructing a 58,000-square hangar for the Lear Aircraft Division, located at 3021 Airport Avenue (extant), which likely served as a manufacturing and assembly facility. Additional buildings were constructed in the early 1960s including a single story, 10,226 square foot office and manufacturing building (Building No. 3, no longer extant) and a two-story, 33,055 square foot building used for office and mechanical space (Building No. 5, no longer extant).⁶⁷ Lear, Inc. developed its headquarters, which encompassed roughly 30,000 feet, at 3171 Bundy Drive (no longer extant).

⁶⁰ "Military Units to Hold Open House: Local Installation Invite Public to Join in Marking Armed Forces Day," *Los Angeles Times*, May 9, 1954.

⁶¹ Lively, "Naval and Marine Corps Reserve Center," 264.

⁶² "William L. Lear," *Britannica*, accessed on April 18, 2023, <https://www.britannica.com/technology/Earth-satellite>.

⁶³ Prynay Gupte, "William Powell Lear, 75, is Dead; Pioneered Small Jet and Autopilot; The Steam-Powered Auto," *New York Times*, May 15, 1978.

⁶⁴ Four buildings located on the City of Los Angeles 10.4 acre site that were developed by Lear Siegler (former Lear, Inc.) and followed the nomenclature developed by BAE Systems. These buildings included Buildings Nos. 1, 3, 4, and 5. *Santa Monica College Bundy Campus Master Plan*, 23-24.

⁶⁵ *Santa Monica College Bundy Campus Master Plan*, 23-24

⁶⁶ City of Santa Monica Historic Resources Inventory Update, Historic Context Statement, 272-273.

⁶⁷ *Santa Monica College Bundy Campus Master Plan*, 23-24

In 1962, Lear Inc, was acquired by Siegler Corporation, forming Lear Siegler, Inc. (Lear Siegler). Following the merger, William Lear sold his shares and left the company, with John G. Brooks becoming president of Lear Siegler. Under the leadership of Brooks, Lear Siegler continued to acquire additional businesses, with various divisions based in Santa Monica. These divisions specialized in aerospace, automotive/agricultural, automotive service products, and commercial products. Beginning in 1976, the company began leasing buildings along Airport Avenue, including 3400 Airport Avenue (Building No. 2, extant), which served as office space for Lear Siegler Astronics. In 1981, Lear Siegler constructed a four-story, 65,260 square foot office building located in the middle of the 10.4-acre City of Los Angeles site (Building No. 4, extant). Lear Siegler was acquired in 1987 by BAE Systems, an international company engaged in development of advanced defense and aerospace systems.⁶⁸ BAE Systems continued to operate various Lear Siegler divisions including Lear Siegler Astronics throughout the 1980s and 1990s. BAE Systems officially sold the 10.4 acre City of Los Angeles site in 2001 to Santa Monica College, and leased the property back to BAE Systems until 2003.⁶⁹

Architectural Context

Military Utilitarian Design

The main office building at the subject is an example of a post-war military utilitarian design with Late Moderne style influences. Military architecture typically utilized standardized plans, incorporating contemporary architectural styles, and often used civilian architects and designers. Research conducted for the subject property did not reveal whether the building was designed by a civilian architect. While some naval reserve training centers in Los Angeles County were designed by civilian architects, including the Los Angeles Navy Armory at 851 Chavez Ravine Road designed by local master architect Stiles O. Clements, the local naval reserve training centers appeared to adhere to similar, standardized designs. For example, the North Hollywood naval reserve training center at 12200 Sylvan Street (no longer extant) and the Compton naval reserve training center at 600 N. Alameda Street (extant) shared similar design features with the facility in Santa Monica. These buildings were constructed around the same period and featured a utilitarian design with Late Moderne style influences, largely evident in the character of the fenestration and the treatment of the entries. The Compton naval reserve training center additionally features the same footprint as Santa Monica, with a main wing at the primary facade and four gabled wings attached at the rear elevation. The buildings had unadorned stucco walls, continuous window bands, and cantilever canopies. An excerpt from an architectural style guide prepared for the Department of Defense Legacy program in 2011 further explains this standardization:

The majority of buildings on military installations represent a particular building type and/or architectural influence due to the utilization of standardized plans. Each branch of the military developed standardized plans to accommodate the needs of their forces in a cost-effective manner. The plans created at template for installation layouts, public systems, building types, and landscaping.

The military designers responsible for the development of these plans were influenced by the popular planning and architectural trends occurring in the United States. Often, the military employed civilian architects, landscape architects, and planners who also applied popular trends to their designers. As a result, standardized plans for buildings incorporated contemporary architectural influences and their associated features in elements like the

⁶⁸ "City of Santa Monica Historic Resources Inventory Update, Historic Context Statement," 272-275.

⁶⁹ *Santa Monica College Bundy Campus Master Plan*, 67.

overall form of the building, exterior and interior decorative details and floor plans. Although the plans applied architectural influences to the design of the buildings, often the plans were simplified or adapted to reduce construction costs and to increase efficiency. For this reason, buildings might depict only a few features rather than fully representing an influence with all of its decorative and functional features.

Even though standardized plans provided a sense of uniformity, the plans were meant to be adapted by installations to accommodate differences in climate and locally-available materials. . . . Other aspects of Standardized plans are those that were developed for specific building types such as housing, hospitals, chapels, headquarters, classrooms, recreation facilities, hangars, storehouses, and power plants. These plans included specific architectural features needed to accommodate the function of the building type.⁷⁰

*Late Moderne*⁷¹

The term Late Moderne refers to an architectural style prevalent between 1938 and 1955.⁷² The style originates from Streamline Moderne architecture of the 1920s, which draws inspiration from transportation machinery like automobiles, ships, and airplanes. Streamline imagery and design centered on the idea of machines as cohesive streamline units, in contrast to their previously distinct parts; in streamline design the “machine” appeared as one cohesive “streamlined” unit. Streamline design was used in a variety of modes, and in architecture, it translated into buildings with smooth surface exteriors, curving lines, bands of windows, and aluminum or stainless-steel detailing, particularly on window frames. Streamline Moderne architecture predominately found its place in commercial buildings, including restaurants, theaters, and service stations, becoming fully established by the mid-1930s. The 1939 New York World’s Fair showcased the style, in the ideal cities constructed including industrial designer Henry Dreyfuss’ “Democracity,” and Norman Bel Geddes’ “Futurama.” The Streamline Moderne style continued through World War II but generally does not occur in the post-war period as the Late Moderne architectural style later assumed its place.

Emerging around 1938, the Late Moderne style gained prominence after World War II, owing to population growth and economic expansion, which created a demand for both residential and commercial construction. In Los Angeles, architect Wayne McAllister is credited with developing this style, characterized by blockier abstractions and seen in notable buildings such as the Mullen and Bluett store on Wilshire’s Miracle Mile.⁷³ Local architects and firms like Albert C. Martin & Associates, Stiles O. Clements, and national figures like Morris Lapidus and Walter Dorwin Teague also contributed to the style’s expansion.⁷⁴ From the mid-1940s to the early 1950s, Late Moderne architecture was especially prevalent in commercial buildings across Los Angeles, with notable landmarks like Bullock’s Pasadena and Bob’s Big Boy exemplifying its features.

The Late Moderne architectural style is characterized by expressive cantilevered canopies and spare surfaces derivative of Streamline Moderne, and flat roofs, window bands, modest adornment, and angularity of the International Style. Its most recognizable feature is a window band set in a

⁷⁰ Michelle Michael, Adam Smith and Jennifer Sin, *The Architecture of the Department of Defense: A Military Style Guide*, prepared for DoD Legacy Resource Management Program, Washington, DC, December 2011, 3-4.

⁷¹ Following context was compiled from previous Chattel reports.

⁷² Due to the cessation of most civilian building activity during World War II, the majority of Late Moderne buildings were built post-World War II, and buildings constructed between 1938-1941 are usually either Streamline Moderne or transitional buildings that exhibit characteristics between the period’s two prominent styles.

⁷³ Alan Hess, *Googie Redux: Ultramodern Roadside Architecture*, San Francisco: Chronicle Books, 2004, 84.

⁷⁴ Hess, *Googie Redux*, 84.

bezeled frame often beneath a cantilevered canopy. Architectural historian and professor Paul Gleye describes the window band:

Like the crystal of a pocket watch, windows were outlined in a protruding, bezel-like flange, often in a material and color that contrasted with the wall. Frequently the bezel would extend beyond the windows to wrap around corners or dive into the ground in an inverted L-shape, giving the façade a look of tautness.⁷⁵

Other features of the style include windows “punched” into walls without surrounds, metal-framed (often steel sash) windows, boxy angular masses, secondary stone or brick accent material, and smooth stucco exterior surfaces. Some examples also had operable vertical fin sunshades within the window bands for reducing heat gain and as “nominal exterior decoration.”⁷⁶

Despite the popularity of the style, its decline began in the mid-1950s due to the emergence of new modernistic styles, including the Corporate International style influenced by Mies van der Rohe and the development of the curtain wall. By the mid-1950s the Late Moderne architectural style was used sparingly. Although the style has unique and distinctive characteristics, according to Gleye, “almost no research has been undertaken regarding this style, and the architectural significance of these buildings has remained unappreciated...” Gleye went on: “Future investigations will, it is hoped, bring the postwar Moderne greater recognition as a significant architectural period.”⁷⁷ While the style has not been heavily studied, extant examples reveal unifying characteristics of the often understated style.

⁷⁵ Paul Gleye, *The Architecture of Los Angeles* (Rosebud Books, 1981), 152.

⁷⁶ Hess, *Googie Redux*, 85.

⁷⁷ Gleye, *The Architecture of Los Angeles*, 152.

VII. HISTORIC RESOURCE ASSESSMENT

Previous Evaluation

The subject property has not been previously identified, documented, or evaluated under any of the City's prior historic resources survey efforts. In addition, it is not included in the California Historical Resources Information System (CHRIS) and is not listed in or has been identified as eligible for listing in the National Register or California Register.

Current Evaluation

As previously noted, the subject property has been evaluated under the following historic contexts: Santa Monica Municipal Airport, Naval and Marine Corps Reserve Training Centers, Lear Siegler, Inc., and military utilitarian buildings with Late Moderne style influences. This report finds the property ineligible for listing in the National Register, California Register, or for designation as a local City Landmark, Structure of Merit, or contributor to a Historic District. Thus, the subject property does not appear to be a historical resource for purposes of CEQA review.

A historic resource assessment typically first identifies whether a property is potentially significant and only if the property is found significant does it evaluate integrity. Integrity is the degree to which the property retains the physical features that convey its significance. The Santa Monica Landmarks and Historic Districts Ordinance does not specifically address integrity.

National and California Registers

Because eligibility criteria for the California Register align in large degree with eligibility criteria for the National Register, the following evaluation considers eligibility for the two under a single heading. Based on the analysis in this report, the subject property does not appear eligible for listing in the California or National Registers. Evaluation of the subject property under each of the four California and National Register Criterion is set forth below.

A/1: Is associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The subject property was evaluated for its association with Santa Monica Municipal Airport (SMA). SMA held historical importance for the City of Santa Monica as one of the earliest airports in Los Angeles County. Its significance stems from its dual role as a military airfield and a site hosting numerous pivotal aeronautical events, contributing notably to the early history of aviation. The SMA formatively attracted pilots and aviation pioneers, such as Donald Douglas, during the early twentieth century and facilitated Douglas Aircraft Company (later McDonnell Douglas Company) contributions to the American World War II effort and post-war aviation and space exploration. As the subject property is situated on former Santa Monica Municipal Golf Course land, it is not associated with the early development of the SMA. Following the federal release of control over the SMA in 1948, developmental activities on the south side of the airfield, particularly along Airport Avenue, led to the establishment of additional aerospace manufacturers, including William Lear of Lear, Inc. Notably, construction of the building at 3400 Airport Avenue coincided with this period. Despite this, research did not uncover that the subject property, built as a naval reserve training center, was constructed to support aircraft manufacturing and activities related to the SMA. Therefore, the subject property is not significant for its association with the Santa Monica Municipal Airport.

The subject property was evaluated for its association with U.S. Naval and Marine Corps Reserve Training Centers. The Santa Monica naval reserve training center operated from 1950 to 1973. Following the emergence of the Korean War in 1950, nearly 50 percent of the drilling

reservists were recalled for active duty, which led to a growth in recruitment efforts. With the Naval and Marine Corps Reserve Training Center in Chavez Ravine as the Los Angeles County headquarters, smaller naval training centers serviced various training reservists, veterans, college students, and held youth programs. The Santa Monica naval reserve training center was one of several naval reserve training centers in Los Angeles County during this period, offering similar programs. Despite earning awards for its recruitment efforts and several drilling reservists, the Santa Monica branch was not distinguished from the other naval reserve training centers, all of which played a secondary role to the Los Angeles reserve training center. As such, the subject property's association with the naval reserve training program was not found to be significant.

The subject property was evaluated for its association with the Lear Siegler (former Lear, Inc.) in Santa Monica. Lear Siegler's Santa Monica plant produced and manufactured aircraft equipment. Lear Siegler leased and occupied the subject property from 1976 to roughly the late 1980s, with the building at 3400 Airport Avenue being primarily used as office space for the Siegler Astronics division. While Lear Siegler is a significant contributor to aircraft manufacturing, the company is better represented by other buildings such as the 58,000-square hangar located at 3021 Airport Avenue. Therefore, the subject property is not significant for its association with Lear Siegler, Inc.

B/2: Is associated with the lives of persons important in our past.

The subject property was evaluated for its association with entrepreneur William Lear. As Lear left the company by 1962, and the building at 3400 Airport Avenue was occupied from 1976 to the late 1980s by Lear Siegler, the subject property was not found to be significant for its association with William Lear. The subject property is not significant for association with any person or persons.

C/3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values.

The subject property showcases characteristics of a military utilitarian building with influences of Late Moderne architectural style. Although research did not uncover information about the property's architect, it can be inferred that the building adhered to a standardized plan. This assumption is supported by a comparison of the Santa Monica facility with the naval reserve training centers in North Hollywood and Compton with which share design similarities. Certain aspects such as cantilevered canopies, minimal surface embellishments, angular design elements, and bands of windows are indicative of the Late Moderne influences. During this period, Late Moderne style was frequently employed in commercial construction. However, the Santa Monica reserve training center cannot be said to embody the characteristics of the style; it merely incorporated simplified versions of Late Moderne features on a military utilitarian building. The North Hollywood and Compton naval reserve training centers followed a similar standard plan as is found in Santa Monica. Therefore, the Santa Monica naval reserve training center is not a unique, distinctive, or particularly distinguished example of the Late Moderne style; rather it is utilitarian and standardized with windows and a main entry that are suggestive of but not emblematic of the Late Moderne style. The subject property is not significant for its architectural style.

4/D: *Has yielded, or may be likely to yield, information important in prehistory or history.*

Having been previously developed and then cleared and excavated in its entirety, the subject property cannot reasonably be expected to yield information important in prehistory or history.

City of Santa Monica

Based on the analysis in this report, the subject property does not appear eligible for listing as a Santa Monica Landmark, Structure of Merit, or contributor to a Historic District. Evaluation of the subject property under each criterion of the Santa Monica Landmarks and Historic Districts Ordinance is set forth below.

Santa Monica Landmark Criteria

1: *It exemplifies, symbolizes, or manifests elements of the cultural, social, economic, political, or architectural history of the City yielded, or may be likely to yield, information important in prehistory or history.*

The subject property was evaluated for its association with the Santa Monica Municipal Airport (SMA) and potential contribution to the economic history of Santa Monica. While SMA was one of the earliest airports in Los Angeles County, the subject property was not found to be significant for its association with the SMA. Additionally, as the subject property is situated on former Santa Monica Municipal Golf Course land, it is not associated with the early development of the SMA. Since the property's primary purpose from 1950 to 1976 was as a naval reserve training center, its proximity to and reliance on the SMA was not found to be significant.

The subject property was also evaluated for its association with Naval and Marine Corps Reserve Training Centers (naval reserve training centers) and potential contribution to the economic and social history of Santa Monica. While the Santa Monica naval reserve training center operated during a period of historical importance and underwent a surge in recruitment efforts due to the Korean War, its overall contribution to the economic and social history of Santa Monica appears to have been quite limited. The Santa Monica naval reserve training center was one among several naval reserve training centers in Los Angeles County during 1950-1973. Although it offered programs similar to those of other centers, it does not stand out as having a unique or exceptional impact. Furthermore, the fact that the Los Angeles naval reserve training center served as the primary Los Angeles County headquarters implies that the Santa Monica branch did not play a central role in the larger context of naval training activities in the region. As a result, it can be reasonably concluded that the subject property is not significant for its association with the naval reserves, nor does it warrant a claim of significant contribution to the economic or social history of Santa Monica.

2: *It has aesthetic or artistic interest or value, or other noteworthy interest or value.*

There are no features on the subject property, including buildings, structures, landscape design, or planning features, that have any aesthetic, artistic, or other interest or value.

3: *It is identified with historic personages or with important events in local, state or national history.*

The subject property was evaluated for its association with William Lear. As Lear left the company by 1962, and the building at 3400 Airport Avenue was occupied much later from 1976 to the late 1980s by Lear Siegler, the subject property was not found to be significant for its association with William Lear. Research did not reveal any other significant or long-term

tenant at the subject property.

- 4: *It embodies distinguishing architectural characteristics valuable to a study of a period, style, method of construction, or the use of indigenous materials or craftsmanship, or is a unique or rare example of an architectural design, detail, or historical type to such a study.*

The subject property showcases characteristics of a military utilitarian building with influences from Late Moderne architectural style. Certain aspects such as cantilevered canopies, minimalist surface embellishments, angular design elements, and bands of windows are indicative of the Late Moderne influences. The Santa Monica naval reserve training center followed a standardized form of style that can be seen at other naval reserve training centers in Los Angeles County. The Santa Monica naval reserve training center is not a unique or distinct example of military building. Therefore, the subject property is not significant for its architectural style.

It is a significant or representative example of the work or product of a notable builder, designer, or architect.

Research did not provide the name of an individual designer, builder, or architect. Rather, the subject property was designed in a similar fashion to other naval reserve training centers in Los Angeles County, leading to the assumption that the building followed a standardized military plan. Therefore, the subject property was not found to be significant as, or representative of, a notable builder, designer, or architect.

- 5: *It has a unique location, a singular physical character, or is an established and familiar visual feature of a neighborhood, community or the City.*

While it can be argued that the Santa Monica Municipal Airport is a familiar visual feature of the City, the subject property's location at the south side of the airfield does not share a visual association with the SMA. Moreover, the building at 3400 Airport Avenue is oriented toward Airport Avenue and is similar in scale, shape, and form to other buildings along the street, which makes it a non-distinct visual marker at the SMA and along Airport Avenue. Therefore, the subject property is not eligible under this criterion.

Structure of Merit

- A: *The structure has been identified in the City's Historic Resource Inventory*

The building at 3400 Airport Avenue has not been previously identified in the City's Historic Resources Inventory.

- B: *The structure is a minimum of 50 years of age and meets one of the following Criteria: 1) The structure is a unique or rare example of an architectural design, detail or historic type. 2) The structure is representative of a style in the City that is no longer prevalent. 3) The structure contributes to a potential Historic District.*

Although the subject property is more than 50 years old, it does not demonstrate a unique or rare example of architectural design, detail, or historic type. Rather, it is a standardized, utilitarian building in which Late Moderne stylistic details have been incorporated. Thus, the subject property was found not to be significant under this criterion. Site inspection and property-specific research did not indicate the presence of a historic district to which it would contribute, although an intensive level assessment of other buildings and structures along

Airport Avenue was outside the scope of work for this project. Additional research is needed to provide evidence for the presence or lack thereof of a potential Historic District.

Historic District Criteria

Although an intensive-level survey of all of the buildings and structures in the vicinity was beyond the scope of this evaluation, preliminary site inspection and research of the subject property did not find that it was significant as an individual resource nor was it significantly connected by historical theme, development, or aesthetics to other properties known to be in the immediate vicinity. Additionally, as many buildings in the vicinity of the subject property were developed for the intended purpose of expanding the footprint of industrial and specifically aircraft manufacturing at the Santa Monica Municipal Airport, the subject property was not found to be significant for its association with this theme.

Integrity

As noted above, there is no need to assess a property's integrity unless the property has been determined to satisfy one of the above-referenced criteria.

California Environmental Quality Act

The subject property has not been previously identified in a historic resources inventory or survey and has not been found to be eligible for designation in any national, state or local program. Therefore, in accordance with the regulations implementing the California Register and CEQA, the subject property should not be considered an historical resource for the purposes of CEQA.

IX. California Environmental Quality Act

The subject property, for the reasons presented above, is not eligible for listing in the California Register; additionally, it is not eligible for listing in the National Register or for local designation. It has not been identified as significant in a local historic resources inventory meeting state requirements for such inventories. It has not previously been designated as a California landmark or point of interest. It is therefore not a historical resource pursuant to CEQA, and the subject property should not be considered an historical resource for the purposes of CEQA review.

X. CONCLUSION

This HRA evaluated the subject property at 3400 Airport Avenue to determine if it is a historical resource for the purposes of CEQA. As described in this HRA, the subject property does not meet the necessary significance criteria for listing in the National Register or California Register, or for designation as a local City Landmark or Structure of Merit, or identification as a Contributor to a potential Historic District. As described in this report, there is no significant association with aircraft manufacturing or history of the Santa Monica Municipal Airport. Situated on former Santa Monica Municipal Golf Course land, the subject property is bounded by Airport Avenue to the north, Bundy Drive to the east, with surface parking generally to the east and west. Constructed in 1950 and used until 1973 as the Santa Monica U.S. Naval Marine Corps and Training Center, the subject property reflects a military utilitarian style with Late Moderne influences. Leased to Lear Siegler (former Lear, Inc.) from 1976 to roughly the late 1980s, the building at 3400 Airport Avenue was primarily used as an office space for Lear Siegler Astronics division. The property lacks sufficient historical association and architectural merit to render it historically significant. Therefore, the subject property is not considered a qualified historical resource for the purposes of CEQA review.

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ATTACHMENT A:
SITE PLAN

**3400 AIRPORT AVENUE
SANTA MONICA, CALIFORNIA**

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3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT A: SITE PLAN



Image 1: Aerial view of Santa Monica Municipal Airport with arrow pointing to subject property (Google Earth, 2023).



Image 2: Site plan with red outlining subject property and dashed line outlining City of Santa Monica and City of Los Angeles limits. Note Ancillary Buildings A, B, and C at southern border of subject property (Google Earth, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT A: SITE PLAN



Image 3: Site plan with blue shading indicates the 2.7 acres leased premises of the Santa Monica College Land Lease Agreement (2013). The red outlines subject property and dashed line outlines City of Santa Monica and City of Los Angeles limits (Google Earth, 2023).

ATTACHMENT B:
HISTORIC IMAGES

**3400 AIRPORT AVENUE
SANTA MONICA, CALIFORNIA**

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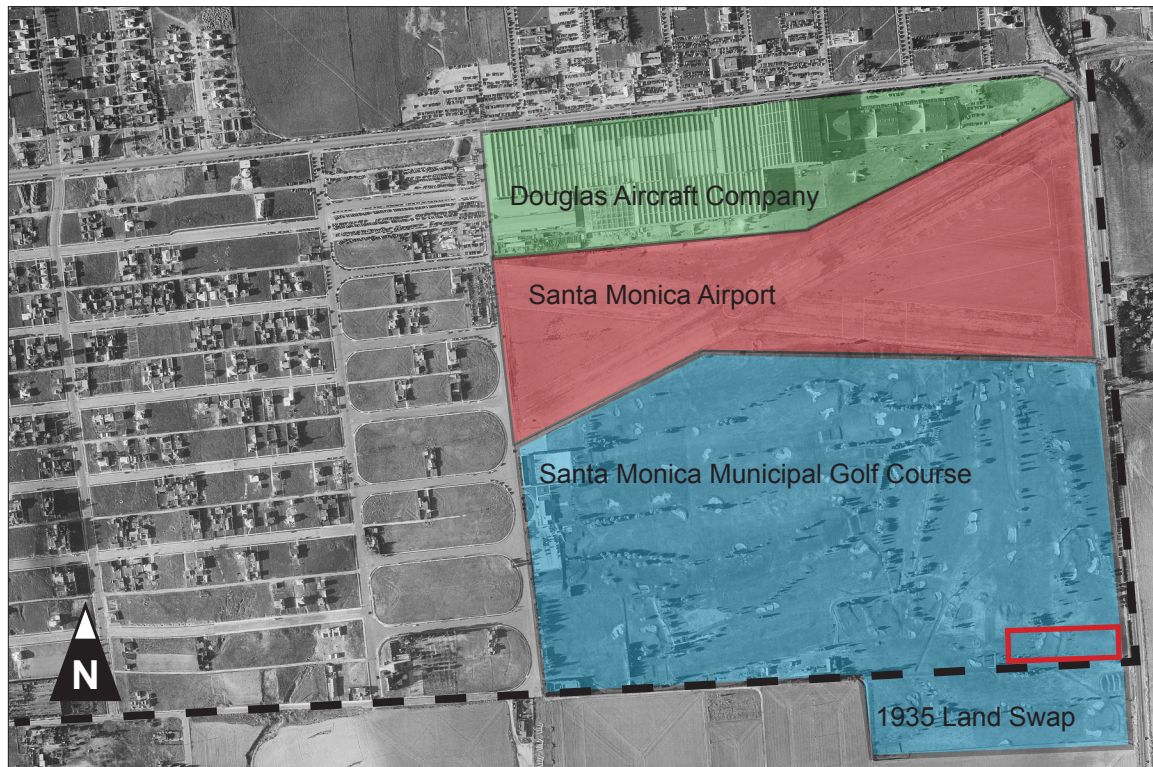


Image 1: Aerial view of Santa Monica, with Douglas Aircraft Company site outlined in green, Santa Monica Municipal Airport (SMA) outlined in orange, Santa Monica Municipal Golf Course outlined in blue, approximate boundary of subject property outlined in red, and City of Santa Monica boundary outlined with dashed line (University of California, Santa Barbara (UCSB) Air Photo, 1940).



Image 2: Aerial view of Santa Monica Municipal Golf Course with red line outlining approximate boundary of subject property (UCSB Air Photo, 1940).



Image 3: Aerial view of Santa Monica Municipal Golf Course with red line outlining approximate location of subject property. Note northern boundary of golf course was reconfigured (UCSB Air Photo, 1941).



Image 4: Aerial view of SMA with red outlining approximate location of subject property. Note Douglas Aircraft Company at the north side of the airfield and the reconfiguration of the runway (UCSB Air Photo, 1947).



Image 6: View of Airport Avenue under construction with red outlining approximate location of subject property (UCSB Air Photo, 1947).



Image 5: Aerial view with arrow pointing to newly constructed subject property (UCSB Air Photo, 1950).



Image 7: Subject property, north elevation, view south (Santa Monica History Museum, 1950)

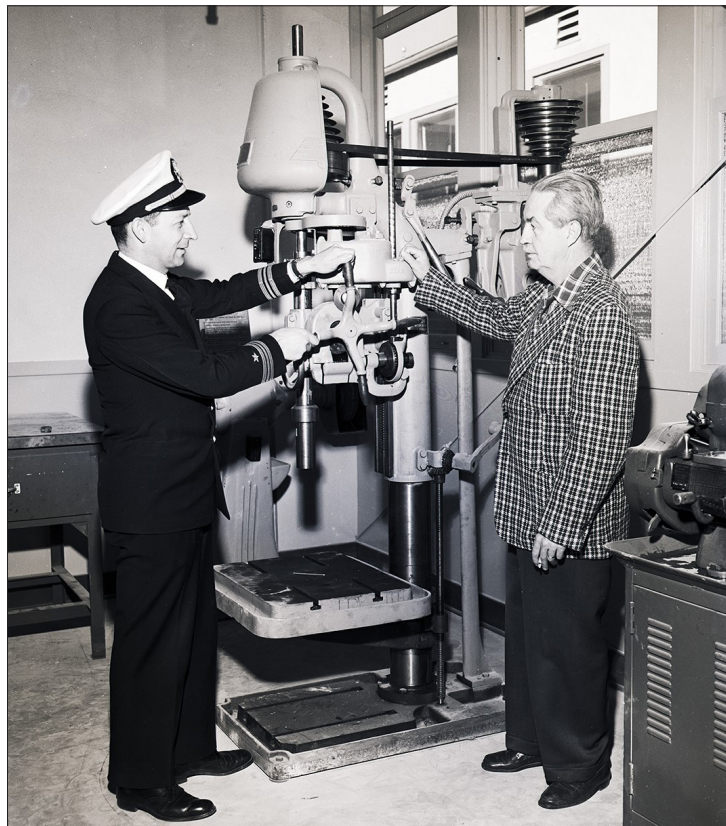


Image 8: View of interior of subject property (Santa Monica History Museum, 1950)



Image 9: Aerial view of subject property outlined in red (UCSB Air Photo, 1952).



Image 10: Aerial view of subject property outlined in red. Note the development of Lear, Inc. manufacturing plant south of subject property (UCSB Air Photo, 1956).



Image 11: Aerial view of subject property outlined in red (UCSB Air Photo, 1962).



Image 12: Detail aerial view of subject property (UCSB Air Photo, 1962).



Image 13: Aerial view of subject property (center), north elevation, view south (University of California, Los Angeles (UCLA) Spence Air Photos, 1965).



Image 14: Aerial view of subject property (center), west elevation, view east (UCLA Spence Air Photos 1965).

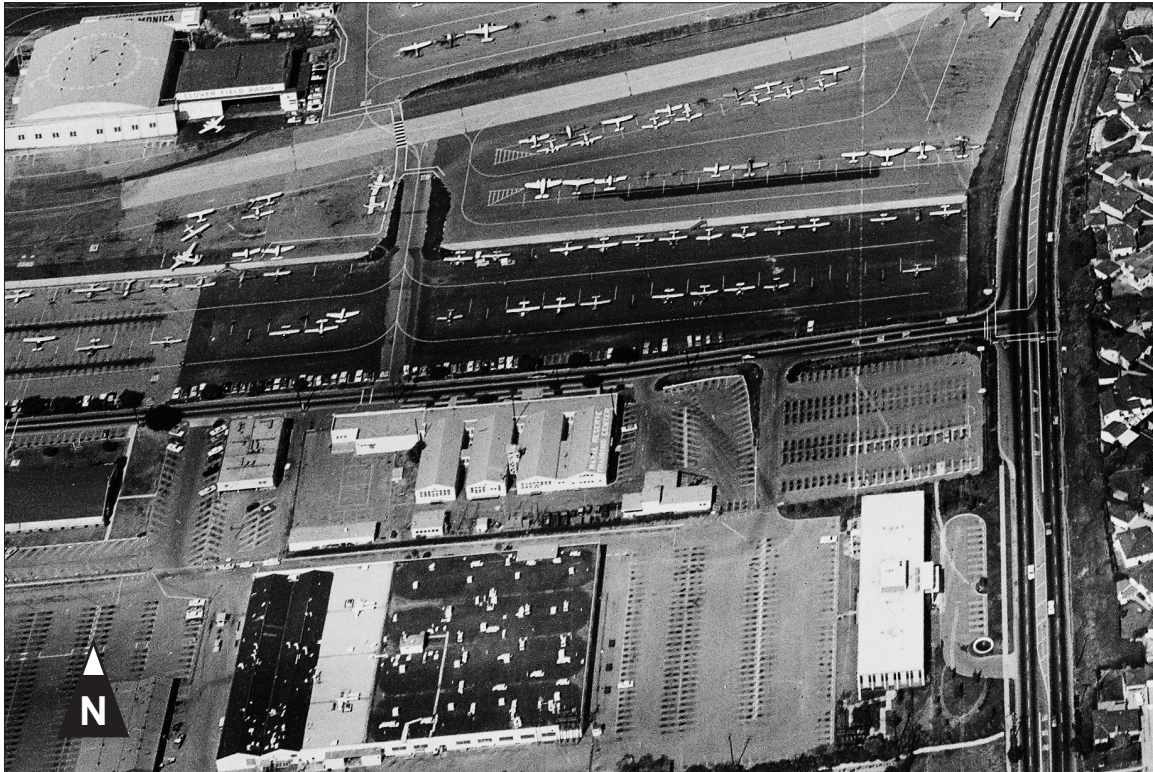


Image 15: Aerial view of subject property (center), south elevation, view north (UCLA Spence Air Photos, 1965).



Image 16: Aerial view of subject property (center), east elevation, view west. Note airmarking reads "Naval Reserve Training Center" at the easternmost gabled wing (UCLA Spence Air Photos, 1965).



Image 17: Aerial view of subject property outlined in red (UCSB Air Photo, 1968).



Image 18: Aerial view with arrow pointing to subject property, view northeast (UCLA Spence Air Photos, 1969).



Image 19: Aerial view of subject property outlined in red (UCSB Air Photo, 1971).



Image 20: Aerial view of subject property outlined in red (UCSB Air Photo, 1976).



Image 21: Aerial view of subject property outlined in red (UCSB Air Photo, 1979).



Image 22: Aerial view of subject property outlined in red (UCSB Air Photo, 1981).



Image 23: View of subject property, main wing (left) south elevation, and gabled wing (right) west elevation, view northeast (City of Santa Monica Planning Division, 1983).

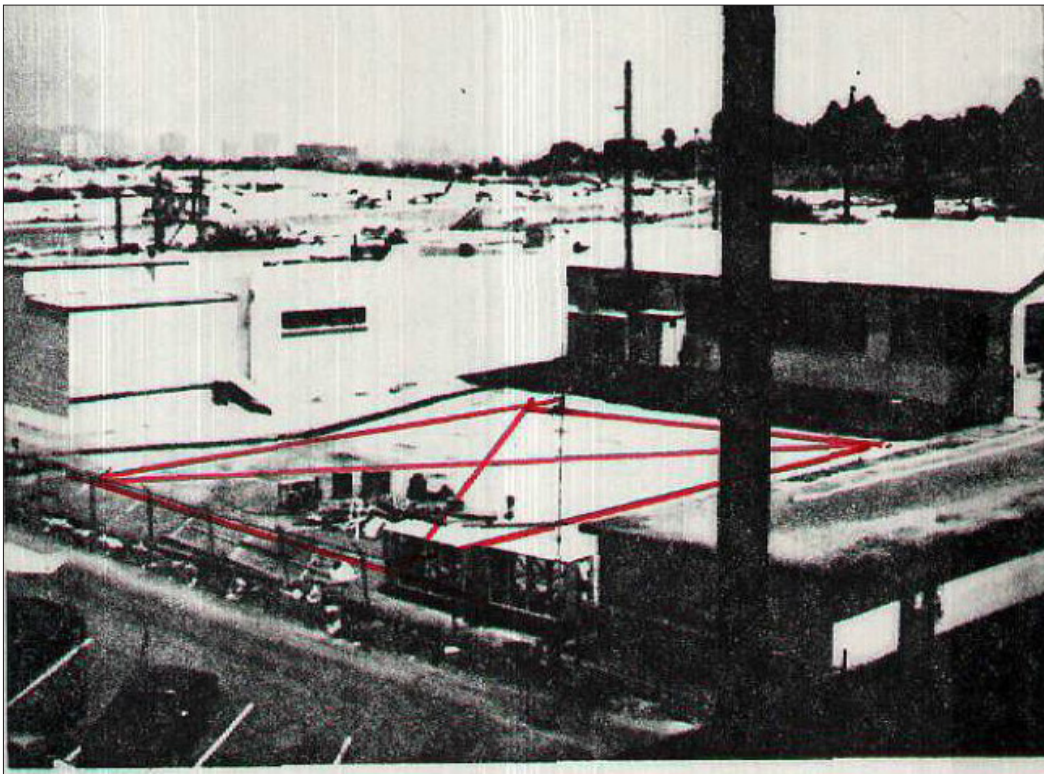


Image 24: View of subject property with red outlining proposed location for temporary office building, view northeast (City of Santa Monica Planning Division, 1983).



Image 25: Aerial view of subject property outlined in red (UCSB Air Photo, 1989).



Image 26: Aerial view of subject property outlined in red (UCSB Air Photo, 2007).

ATTACHMENT C:
MAPS

**3400 AIRPORT AVENUE
SANTA MONICA, CALIFORNIA**

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3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT C: MAPS

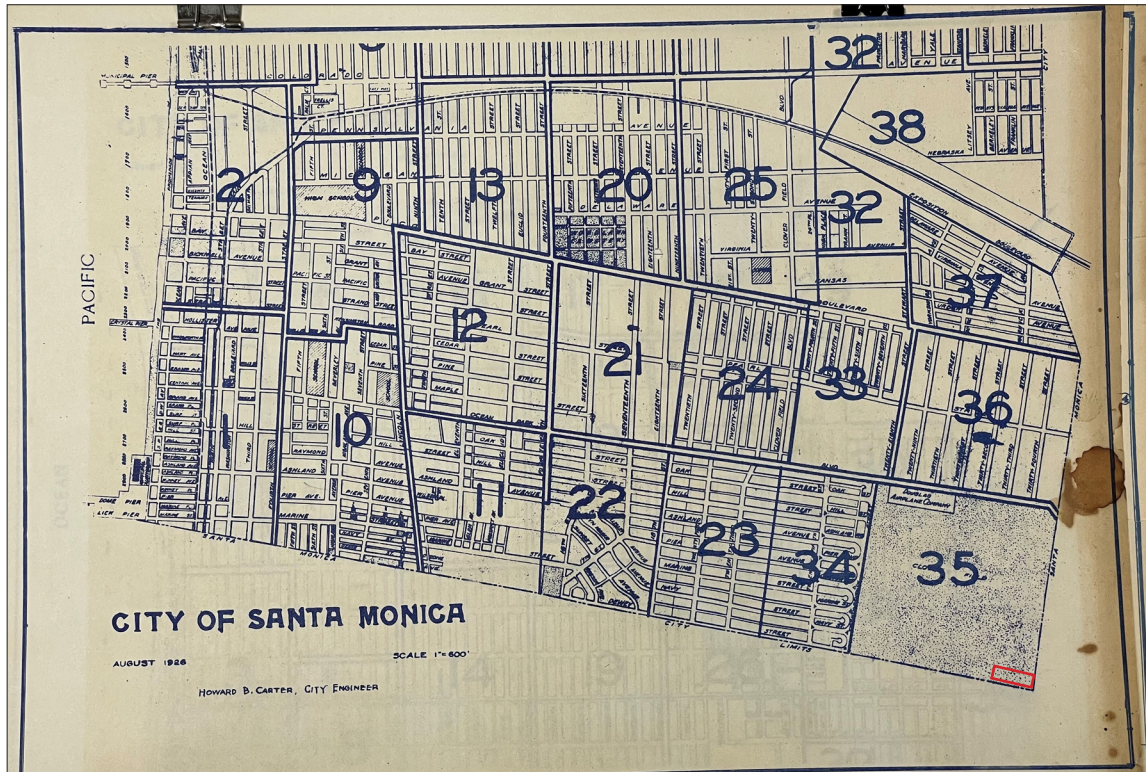


Image 1: City of Santa Monica index map with red box indicating approximate boundary of subject property (Los Angeles County Assessor, 1926).

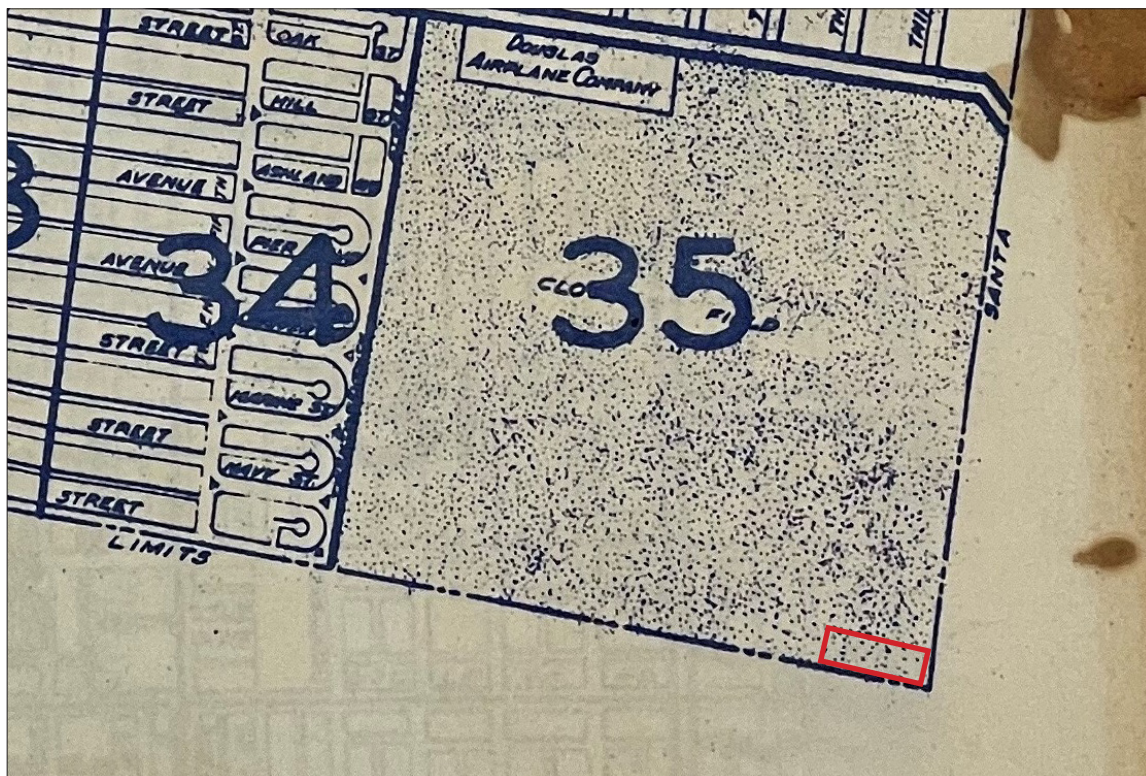


Image 2: Detail of Santa Monica index map with red box indicating approximate boundary of subject property (Los Angeles County Assessor, 1926).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT C: MAPS

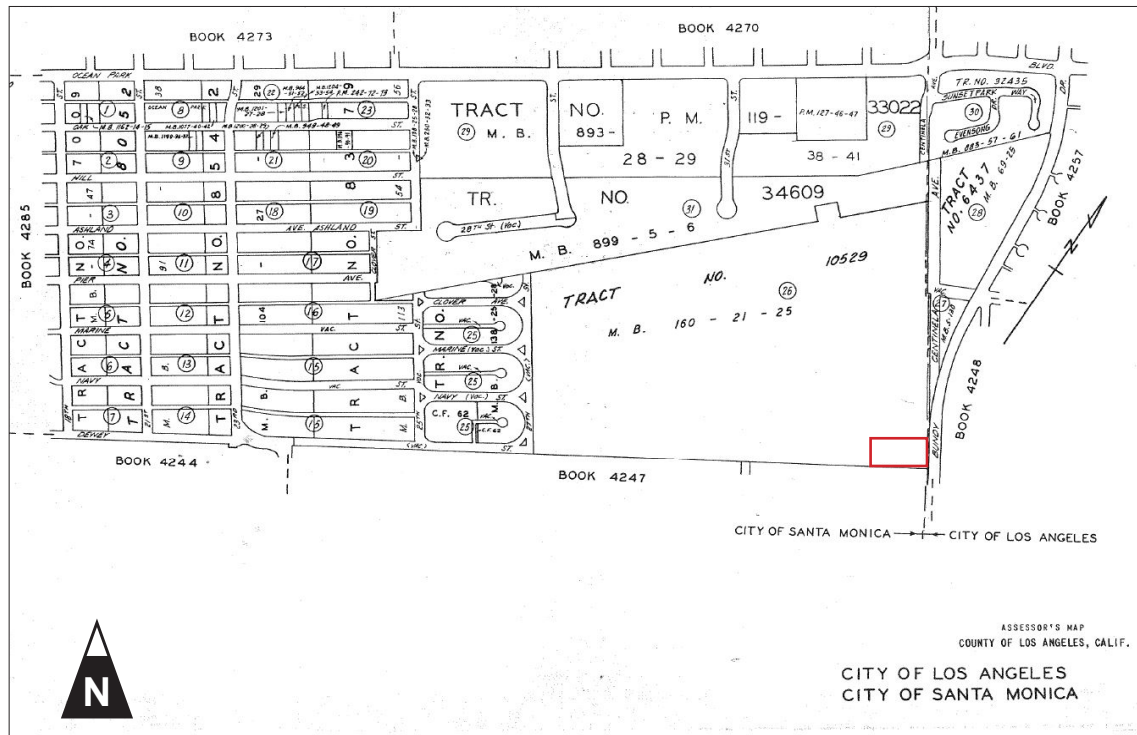


Image 3: Assessor map with red box indicating approximate boundary of subject property (Los Angeles County Assessor Map, 1994).

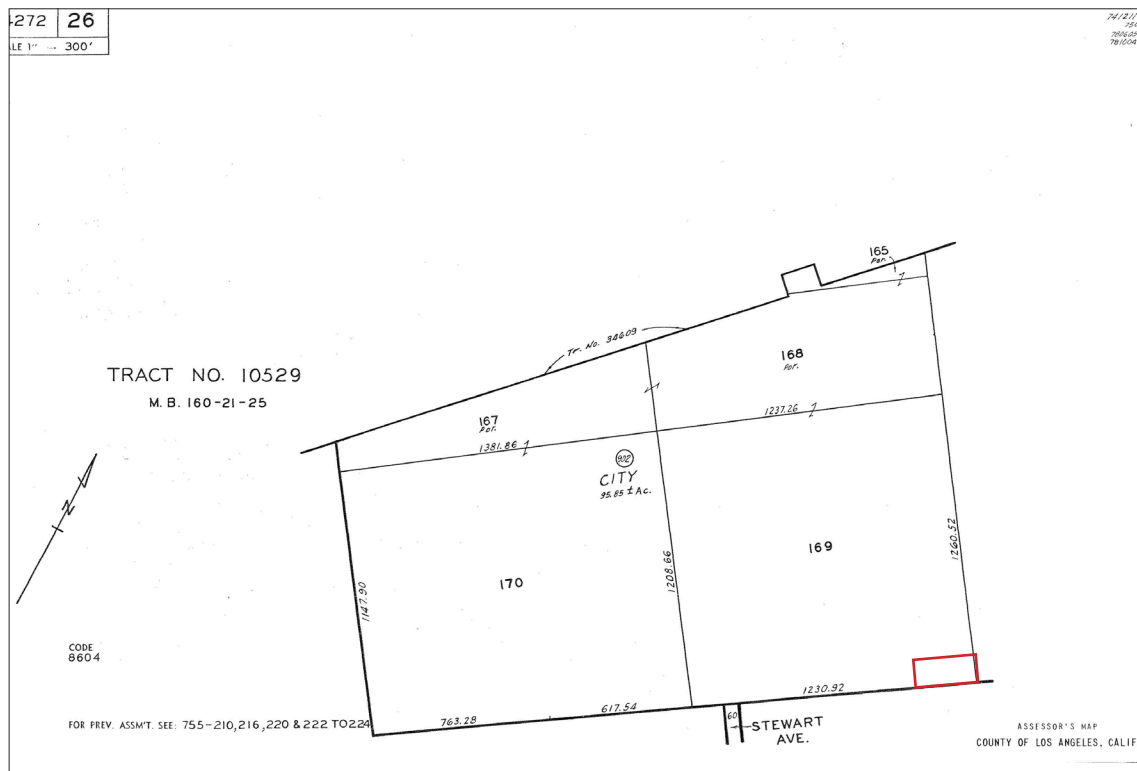


Image 4: Assessor parcel map of Santa Monica Municipal Airport, with red box indicating approximate boundary of subject property (Los Angeles County Assessor Map, 1994).

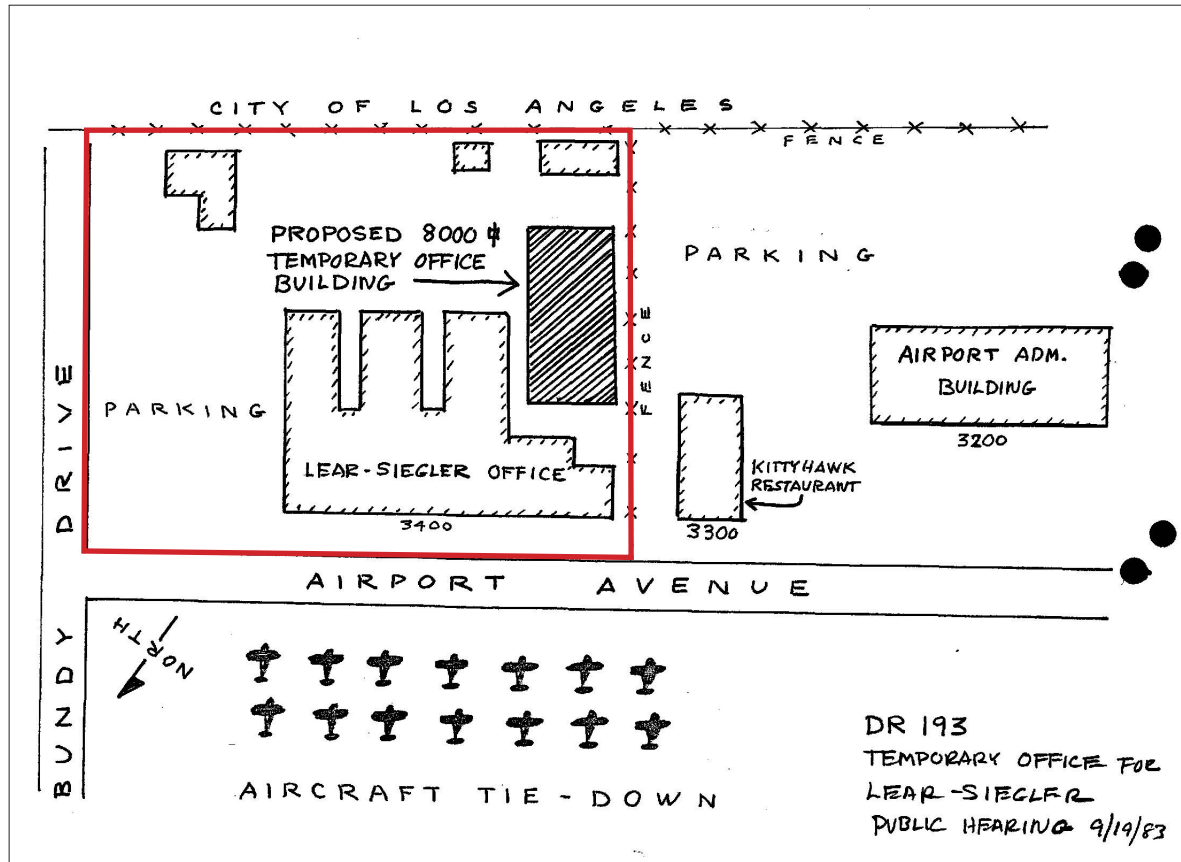


Image 5: Site plan for 3400 Airport Avenue with red box indicating boundary of subject property. Note proposed temporary office building was not approved (City of Santa Monica, Building Permit, 1983).

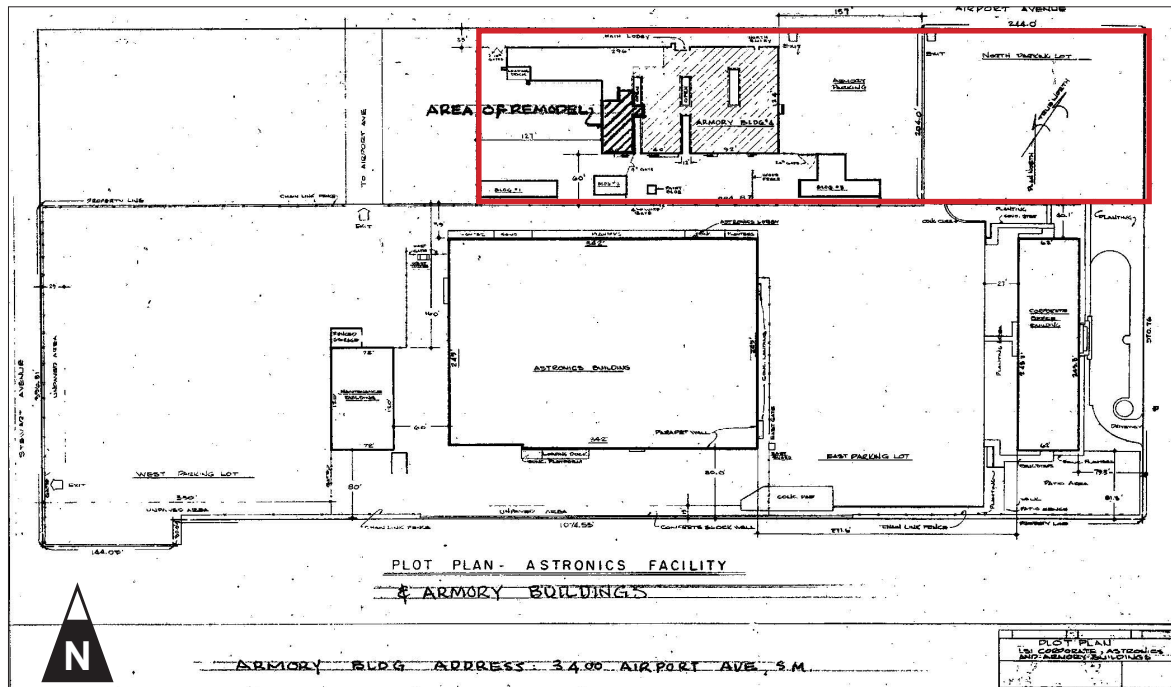


Image 6: Site plan for Lear Siegler Astronics Facility and 3400 Airport Avenue outlined in red (City of Santa Monica, Building Permit, 1983).

ATTACHMENT D:
CONTEMPORARY PHOTOGRAPHS

**3400 AIRPORT AVENUE
SANTA MONICA, CALIFORNIA**

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3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 1: Subject property, east (left) and north (right) elevations, view southwest (Chattel, 2023).



Image 2: Subject property, north elevation, view southwest (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 3: View of primary entrance at north elevation, view southwest (Chattel, 2023).



Image 4: Detail of primary entrance at north elevation, view south (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 5: Subject property, north elevation, view southeast. Note 1956 addition has a slightly higher roof line (Chattel, 2023).



Image 6: View of north (left) and west (right) elevations, view southeast (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 7: View of north (left) and west (right) elevations, view southeast (Chattel, 2023).



Image 8: Subject property, south elevation of main wing (left) and west elevation of gabled wing (right), view northeast (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 9: Main wing, south elevation, view northwest (Chattel, 2023).



Image 10: Main wing, south elevation, view north (Chattel, 2023).

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ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 11: Gabled wing, view northeast (Chattel, 2023).



Image 12: Gabled wing, view northwest (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 13: Gabled wing, view northwest (Chattel, 2023).



Image 14: Gabled wing, view northeast (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 15: Gabled wing, south (left) and east (right) elevations, view northwest (Chattel, 2023).



Image 16: Gabled wing, east elevation, view northwest (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 17: Subject property, east elevation, view west (Chattel, 2023).



Image 18: Subject property, east (left) and north (right) elevations, view southwest (Chattel, 2023).



Image 19: Detail view of typical window at gabled wing, view northeast (Chattel, 2023).



Image 20: Detail view of typical windows at gabled wing (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA

ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 21: Ancillary Building A, east (left) and north (right) elevations, view southwest (Chattel, 2023).



Image 22: Ancillary Building A, north (left) and west (right) elevations, view southeast (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 23: Ancillary Building B, north (left) and west (right) elevations, view southeast (Chattel, 2023).



Image 24: Ancillary Building B, east (left) and north (right) elevations, view southwest. Note addition at the east elevation, added sometimes after 2007 (Chattel, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT D: CONTEMPORARY PHOTOGRAPHS



Image 25: Ancillary Building C, north elevation, view south (Chattel, 2023).



Image 26: Ancillary Building C, east (left) and north (right) elevations, view southwest (Chattel, 2023).

ATTACHMENT E:
COMPARISON PROPERTIES

**3400 AIRPORT AVENUE
SANTA MONICA, CALIFORNIA**

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3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT E: COMPARISON PROPERTIES



Image 1: Aerial view with arrow pointing to North Hollywood naval reserve training center (UCSB Air Photo, 1960).



Image 2: North Hollywood naval reserve training center (Los Angeles Public Library, 1950).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT E: COMPARISON PROPERTIES



Image 3: North Hollywood naval reserve training center (Los Angeles Public Library, 1950).



Image 4: North Hollywood naval reserve training center (Los Angeles Public Library, 1950).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT E: COMPARISON PROPERTIES



Image 5: Aerial view with arrow pointing to Compton naval reserve training center (UCSB Air Photo, 1960).

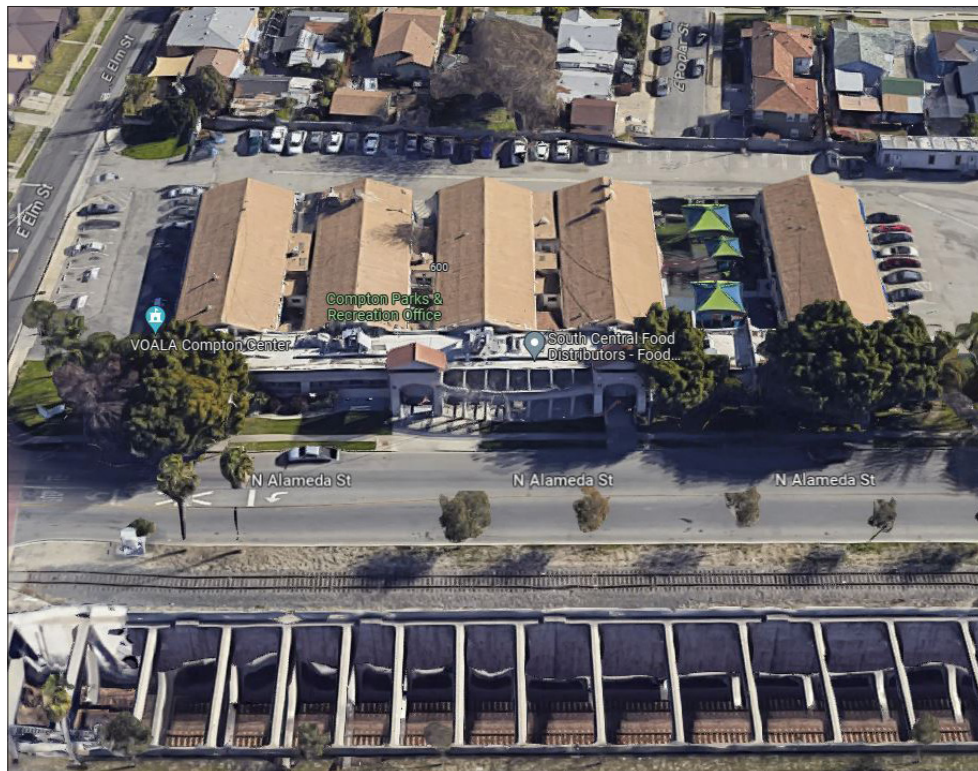


Image 6: Aerial view of Compton naval reserve training center, east elevation, view west (Google, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT E: COMPARISON PROPERTIES



Image 7: View of Compton naval reserve training center east elevation, view northwest (Google, 2023).



Image 8: View of Compton naval reserve training center, north elevation, view southeast (Google, 2023).

3400 AIRPORT AVENUE, SANTA MONICA, CALIFORNIA
ATTACHMENT E: COMPARISON PROPERTIES



Image 9: Aerial view with arrow pointing to site of Hawthorne naval reserve training center (UCSB Air Photo, 1960).



Image 10: View of Hawthorne naval reserve training center (USC Libraries Special Collections, 1958).

ATTACHMENT F:
AIRPORT LAND LEASE AGREEMENT
(2013)

**3400 AIRPORT AVENUE
SANTA MONICA, CALIFORNIA**

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AIRPORT LAND LEASE AGREEMENT

by and between

CITY OF SANTA MONICA

(Landlord)

and

SANTA MONICA COMMUNITY COLLEGE DISTRICT

(Tenant)

1.1.10 The term "Tax Year" shall mean and refer to each twelve (12) month period (deemed to have 365 days) established as the real estate tax year by the taxing authorities having lawful jurisdiction over the Airport.

1.1.11 The term "Tenant" or "SMC" shall mean the Santa Monica Community College District.

ARTICLE II PREMISES

Section 2.1 Premises.

2.1.1 Airport Land. Landlord hereby leases to Tenant, and Tenant hereby leases from Landlord, a portion of the Non-Aviation Land real property consisting of approximately 2.7 acres located at 3400 and 3500 Airport Avenue, Santa Monica, California 90405, and more particularly described in the Legal Description attached hereto as Exhibit "1" ("Premises" or "Airport Land"), together with any improvements thereon, including, but not limited to, structures, improvements, pavement areas improved with asphalt, concrete or similar materials, and fixtures and equipment installed upon or located in or on the Premises.

2.1.2 Parcel B. Parcel B refers to additional Non-Aviation Land real property not greater than approximately 0.4 acres of land, in a configuration to be agreed upon between the Parties, located adjacent to and to the west of the Airport Land, and as will be more particularly described in a Site Map and Premises Legal Description collectively to be developed by the Parties and attached hereto as Exhibit "2" ("Parcel B"), together with any improvements thereon, including, but not limited to, structures, improvements, pavement areas improved with asphalt, concrete or similar materials and fixtures and equipment installed thereon. Excluded from Parcel B is land designated by the City as required to provide twenty (20) parking spaces. If Tenant seeks to expand the Premises to include Parcel B, Landlord agrees to approve such expansion provided that no less than twenty (20) parking spaces remain available for the exclusive use by Landlord or its tenants on Parcel B. The parties agree to cooperate concerning the final configuration of Parcel B so as to best accommodate their respective needs. Tenant shall be required to pay the City the Additional Rental set forth in Section 5.1.2 as a condition precedent to include Parcel B as part of the Premises.

Section 2.2 Condition of the Premises.

The Premises have been inspected by Tenant and Tenant accepts the Premises "AS IS." Tenant acknowledges that neither Landlord nor Landlord's agents have made any representation or warranty as to the physical state of the Premises or any present or future suitability of the Premises for the conduct of Tenant's business. Tenant specifically waives and releases the Landlord from any liability or responsibility related to the condition of the Premises, including, any contamination or Hazardous Substances on, in or under the Premises, if any.

Section 2.3 Landscaping Buffer

The Tenant agrees to create mutually agreeable landscaping as a buffer along Airport Avenue in connection with any development of education buildings on the Premises; however, the requirements of this Section 2.3 shall not apply during the period that the Tenant uses the Premises for surface parking. The landscape buffer shall not be required to extend more than ten (10) feet from the existing curb along Airport Avenue. In keeping with good neighbor practices between SMC and City, SMC will, in good faith, consider all input provided by the City regarding the use and development of the site for educational purposes; however, SMC will retain final discretion regarding the use and development of the site in accordance with applicable law.

Section 2.4 Demolition of Buildings

Tenant has the right to demolish any building on the premises without further approval or permit required from Landlord. Any such demolition shall be of the total building and Tenant shall promptly remove all demolition debris. If Tenant decides not to demolish or occupy any building, Tenant agrees that Landlord may occupy and use any such building on such terms and conditions as agreed to between the parties in writing.

Section 2.5 Delivery of Buildings Free of Any Occupants

The Premises shall be delivered to Tenant free of any tenancies or occupants.

ARTICLE III TERM

Section 3.1 Term.

The Term of this Lease shall be as follows:

3.1.1 Initial Term. The Initial Term of this Lease shall be for a period of 25 years commencing on July 1, 2015 (the "Commencement Date") and expiring on June 30, 2040 (the "Termination Date"), unless extended pursuant to the Options to Extend in Section 3.1.2, below. Notwithstanding the Commencement Date, the terms and conditions of this Lease shall constitute a binding contractual obligation upon the parties from the Execution Date of this Lease.

3.1.2 Options to Extend. Prior to the expiration of the Initial Term or any extension thereof, SMC shall have, at its sole and complete discretion, two (2) separate options to extend the term of this Lease each by an additional twenty-five (25) years and one (1) option to extend the term by an additional twenty-four (24) year period (the "Extension Option") on the same terms and conditions set forth in this Lease. In the event of an exercise of an Extension Option, then the term of this Lease shall be extended for the length of the Extension Option. The option to extend shall be deemed exercised by Tenant unless Tenant delivers to Landlord at least six (6) months prior to the expiration of the Initial Term or Extension Term, written notice that Tenant does not intend to exercise the option.

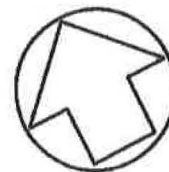
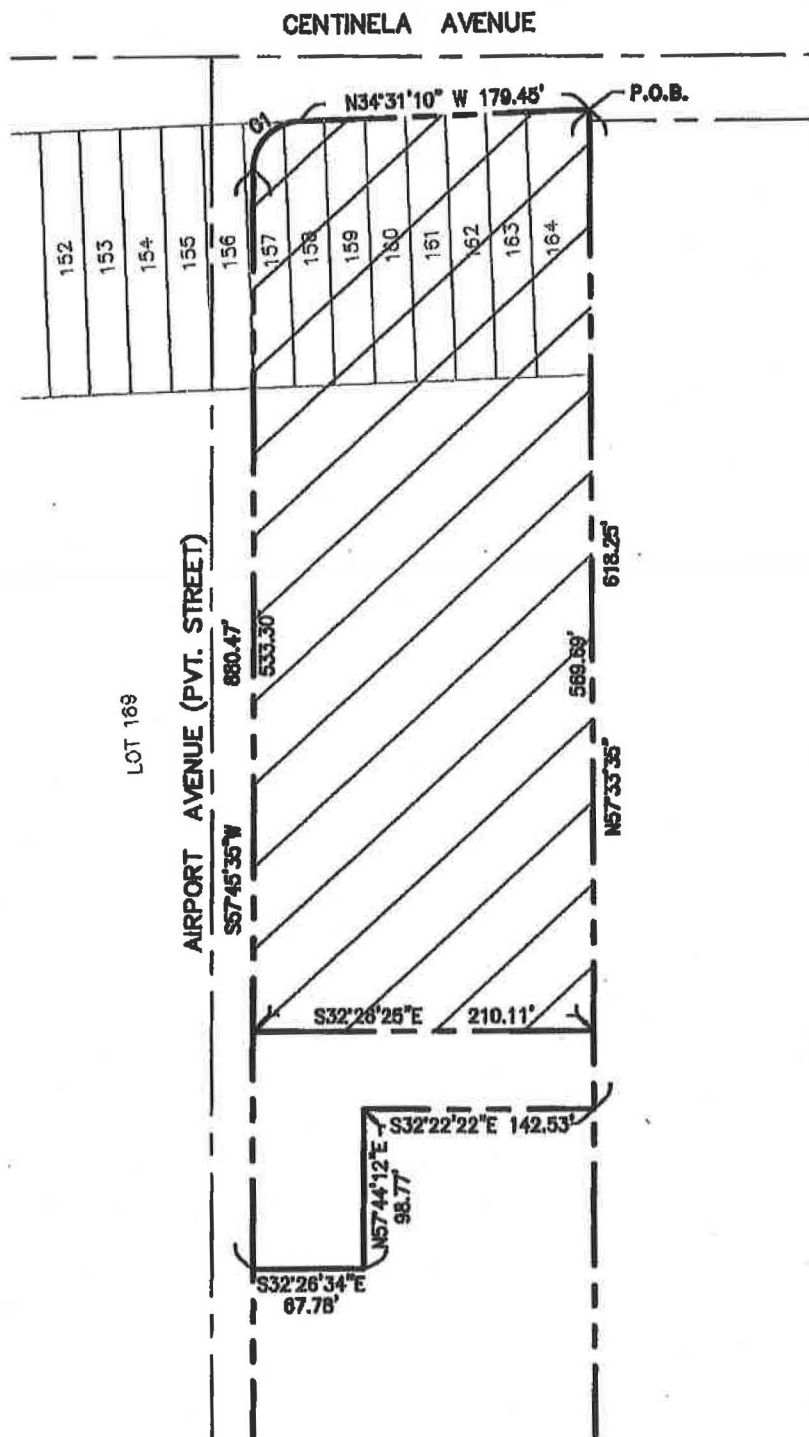
**LEGAL DESCRIPTION
AREA A**

THOSE PORTIONS OF LOTS 156 THROUGH 164, INCLUSIVE, TOGETHER WITH A PORTION OF LOT 169, ALL OF TRACT NO. 10529 IN THE CITY OF SANTA MONICA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 160, PAGES 21 THROUGH 25, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 164; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINES OF SAID LOTS 157 THROUGH 164, INCLUSIVE, NORTH $34^{\circ} 31' 10''$ WEST 179.45 FEET TO A TANGENT CURVE CONCAVED SOUTHERLY, HAVING A RADIUS OF 30.00 FEET; THENCE NORTHWESTERLY, WESTERLY AND SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF $87^{\circ} 43' 15''$ AND AN ARC LENGTH OF 45.93 FEET; THENCE SOUTH $67^{\circ} 45' 35''$ WEST 533.30 FEET; THENCE SOUTH $32^{\circ} 26' 25''$ EAST 210.11 FEET TO THE SOUTH LINE OF SAID LOT 169; THENCE NORTH $57^{\circ} 33' 35''$ EAST 569.89 FEET TO THE POINT OF BEGINNING.

SAID LAND CONTAINS 118,165 S.F. MORE OR LESS.





NORTH
SCALE: 1"=100'

CURVE DATA
C1 Δ = 87°43'15"
R = 30.00'
L = 45.93'

EXHIBIT
AREA A