

# Santa Monica Hornburg Jaguar Expansion

**Final  
Environmental  
Impact Report**  
SCH No. 2003041146

*Prepared for*  
**City of Santa Monica**

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## **PART 2 – DRAFT ENVIRONMENTAL IMPACT REPORT**

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# Preface

This document, in its entirety (Parts 1 and 2), constitutes the Final Environmental Impact Report (Final EIR) for the proposed Hornburg Jaguar Expansion Project. In accordance with Section 15132 of the California Environmental Quality Act (CEQA) Guidelines, two parts comprise this Final EIR, and are organized as follows:

- Part 1 Text Changes, Responses to Comments, and Mitigation Monitoring Program**—This part contains an explanation of the use of the Final EIR; all Draft EIR text changes; responses to comments associated with significant environmental points; and the Mitigation Monitoring Program (MMP).
- Part 2 Revised Draft EIR**—This part describes the existing environmental resources on the project site and in the vicinity of the project site; analyzes potential impacts on those resources due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Part 2 also includes the appendices to the Draft EIR. Any text revisions due to corrections of minor errors, or resulting from changes on the Draft EIR, are indicated with margin notes. These text revisions are provided in Part 1 of this document.



# Part 1

**TEXT CHANGES, RESPONSES TO COMMENTS, AND  
MITIGATION MONITORING PROGRAM**



# 1.0 Introduction

## 1.1 Public Review Process

Pursuant to Section 21091(a) of the California Environmental Quality Act (CEQA) and Section 15105(a) of the CEQA Guidelines, the Draft Environmental Impact Report (Draft EIR) was distributed to various public agencies, citizen groups, and interested individuals for a forty-five-day public review period, which began on June 21, 2003 and ended on August 5, 2003. The Draft EIR was circulated to State agencies for review through the State Clearinghouse, in the Governor's Office of Planning and Research. Copies of the Draft EIR were also available for public review at two libraries within the City of Santa Monica, as well as at the City Planning Counter and the City Clerk's Office, both of which are located in City Hall. During the review period, the public was provided with the opportunity to submit written comments on the Draft EIR.

## 1.2 CEQA Requirements

As required by Section 21092.5(a) of CEQA, the Lead Agency must provide each public agency that commented on the Draft EIR with a copy of the Lead Agency's response at least ten days before certifying the Final Environmental Impact Report (Final EIR). In addition, the Lead Agency may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

## 1.3 Use of the Final Environmental Impact Report

The Final EIR allows the public and the Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the Final EIR—such as the Mitigation Monitoring Program—prior to approval of the project. The Final EIR serves as the environmental document used by the City when considering approval of the proposed project.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications, as required by Section 15090 of the CEQA Guidelines

- The Final EIR has been completed in compliance with CEQA
- The Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project
- The Final EIR reflects the Lead Agency's independent judgment and analysis

Additionally, pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR that has been certified for a project identifies one or more significant environmental effects, the lead agency

must adopt “Findings of Fact.” For each significant impact, the lead agency must make one of the following findings

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the findings, a program for reporting or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring Program.

Further, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations must be supported by substantial information in the record, which includes this Final EIR. Because the proposed project would result in significant unavoidable impacts, the City of Santa Monica would be required to adopt a Statement of Overriding Considerations if it approves the proposed Hornburg Jaguar Expansion Project. The Statement of Overriding Considerations is not a substitute for the Findings of Fact described above.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document that accompanies the City’s staff report. Both the Final EIR and the Findings document are submitted to the City for consideration of the proposed project.

# 2.0 Text Changes to the Draft EIR

## 2.1 Format of Text Changes

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document or as initiated by Lead Agency (City of Santa Monica) staff. These changes have been indicated by margin notes in the Revised Draft EIR, which is provided as Part 2 of this Final EIR. Revisions are shown below as excerpts from the Draft EIR text, with ~~strikethrough~~ text for deletions and double underline text for additions.

## 2.2 Text Changes

This section includes revisions to text, by Draft EIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

### Executive Summary

#### *Page ix, Last Paragraph*

The second sentence of the last paragraph has been revised, as follows:

Project implementation involves development for the expansion of existing uses to provide additional capacity for auto service and storage, as well as to consolidate related uses by allowing auto sales on the project site. Specifically, the proposed project involves the reconfiguration of an existing service facility to provide ~~11~~13 additional auto service bays, as well as the demolition of an existing covered parking area and service writer cubicle space to allow the construction of a new structure to house the following uses above a 87-space subterranean parking garage: auto showroom and sales offices, auto storage and parking, and administrative offices.

The proposed project includes thirteen service bays, rather than eleven; however, this does not alter the analysis, as all relevant analysis (particularly code compliance) was based on the addition of thirteen bays.

#### *Page xxvii, Last Paragraph*

The first sentence of the impact summary discussion for soil contamination has been revised, as follows:

**Potential for Soil Contamination.** The project would involve ~~11~~13 new service bays and additional hoists. Operation of automotive hoists involves the use of hazardous materials such of lubricants, which could potentially result in soil contamination.

The proposed project includes thirteen service bays, rather than eleven; however, this does not alter the analysis, as all relevant analysis (particularly code compliance) was based on the addition of thirteen bays.

## Chapter 2, Project Description

### *Page 2-1, Fourth Paragraph*

The third sentence of the fourth paragraph has been revised, as follows:

The existing buildings at the site are now occupied exclusively by Hornburg Jaguar auto service, storage, and office uses. Currently, the project site contains two buildings: the service building and the storage/service writer office building. The service building is a one-story, ~~36,211~~39,211 sf structure that contains 34 auto service bays and administrative offices. The storage/service writer office building is a two-story, 15,700 sf structure that contains space for auto storage and seven small offices for service writers. Hornburg Jaguar now employs about 87 employees.

This correction is typographical only: the square footage of the service building is correctly referenced as 39,211 sf throughout the remainder of the document.

Also, the last sentence of the last paragraph has been revised as follows:

In addition, surface parking areas and ornamental landscaping are present on site. The surface parking area contains 31 parking spaces and is located in the northern portion of the site, in front of the existing storage/service writer office building, with access via Olympic Boulevard. Primary vehicular access to the project site is provided via ~~three~~two existing driveways from Olympic Boulevard.

This correction is typographical only: the number of driveways (two) is correctly referenced throughout the remainder of the document, and particularly in the traffic study.

### *Page 2-4, Last Paragraph*

The second sentence of the last paragraph has been revised, as follows:

The primary purpose of the proposed project is to provide additional capacity for auto service and storage, as well as to consolidate related uses by allowing auto sales on the project site. The proposed project involves the reconfiguration of an existing service facility to provide ~~11~~13 additional auto service bays, as well as the demolition of an existing covered parking area and service writer cubicle space to allow the construction of a new structure to house the following uses above an 87-space subterranean parking garage: auto showroom and sales offices, auto storage and parking, and administrative offices.

The proposed project includes thirteen service bays, rather than eleven; however, this does not alter the analysis, as all relevant analysis (particularly code compliance) was based on the addition of thirteen bays.

## Section 4.5, Transportation

### *Page 4.5-2, Third Paragraph*

The first sentence under the heading “Analyzed Intersections” has been revised, as follows:

The traffic study analyzed the following fifteen study area intersections, ~~all twelve~~ of which are located in the City of Santa Monica and ~~one~~three of which are located in the City of Los Angeles:

## Section 4.7, Hazardous Materials

### *Page 4.7-15, Last Paragraph*

The first sentence of the last paragraph has been revised, as follows:

**Potential for Soil Contamination.** The project site currently contains 34 service bays and 26 aboveground automotive hoists, and project implementation would result in ~~44~~13 new service bays and additional hoists.

The proposed project includes thirteen service bays, rather than eleven; however, this does not alter the analysis, as all relevant analysis (particularly code compliance) was based on the addition of thirteen bays.

## Section 5.0, Long-Term Implications

### *Page 5-1, First Paragraph*

The fifth sentence of the first paragraph has been revised, as follows:

Additionally, project implementation would not require new or expanded infrastructure. Further, the proposed project also does not include construction of any type of housing. Rather, the project would provide additional capacity for auto service and storage, as well as to consolidate related uses by allowing auto sales on the project site. The proposed project involves the reconfiguration of an existing service facility to provide ~~44~~13 additional auto service bays, as well as the demolition of an existing covered parking area and service writer cubicle space to allow the construction of a new structure to house the following uses above a 87-space subterranean parking garage: auto showroom and sales offices, auto storage and parking, and administrative offices.

The proposed project includes thirteen service bays, rather than eleven; however, this does not alter the analysis, as all relevant analysis (particularly code compliance) was based on the addition of thirteen bays.

## Section 7.0, Alternatives

### *Page 7-8, Last Paragraph*

The first sentence of the last paragraph has been revised, as follows:

This alternative would involve the reconfiguration of the existing service facility to accommodate ~~44~~13 new service bays, and the existing parking/service writer office building would be replaced with a one-story structure that would accommodate limited rooftop parking; no subterranean parking would be provided. The structure would accommodate the ~~22~~26 additional parking spaces required by addition of the service bays, as well as replacement office space from the service facility and the service writer offices.

The proposed project includes thirteen service bays, rather than eleven; however, this does not alter the analysis, as all relevant analysis (particularly code compliance) was based on the addition of thirteen bays.

## Appendix D—Traffic Study

### *Page 9, Figure 3 (Existing Peak Hour Traffic Volumes)*

Traffic volumes shown in the four magnified intersections have been revised to reflect the analysis. Only the figure in the Draft EIR was in error: the analysis was based on the correct traffic volumes, which have been provided in the revised figures, and the conclusions of the analysis are not affected. The revised figure is provided below.


### *Page 21, Figure 4 (Cumulative Base [2009] Peak Hour Traffic Volumes)*

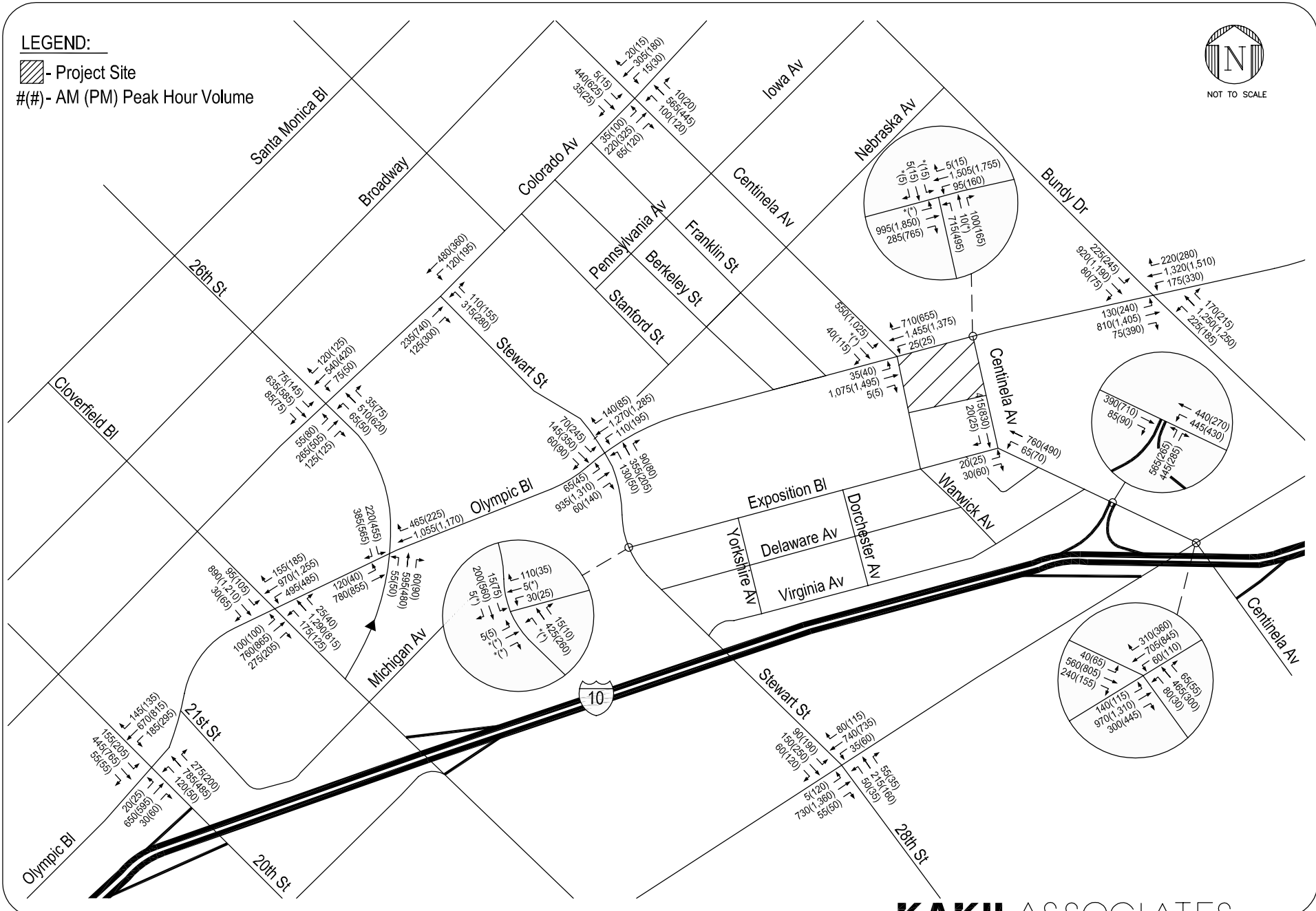
Traffic volumes shown in the four magnified intersections have been revised to reflect the analysis. Only the figure in the Draft EIR was in error: the analysis was based on the correct traffic volumes, which have been provided in the revised figures, and the conclusions of the analysis are not affected. The revised figure is provided below.

### *Page 28, Figure 7 (Cumulative Base Plus Project [2009] Peak Hour Traffic Volumes)*

Traffic volumes shown in the four magnified intersections have been revised to reflect the analysis. Only the figure in the Draft EIR was in error: the analysis was based on the correct traffic volumes, which have been provided in the revised figures, and the conclusions of the analysis are not affected. The revised figure is provided below.

**LEGEND:**

-  - Project Site
- #(#)- AM (PM) Peak Hour Volume



**FIGURE 3**

**EXISTING PEAK HOUR TRAFFIC VOLUMES**

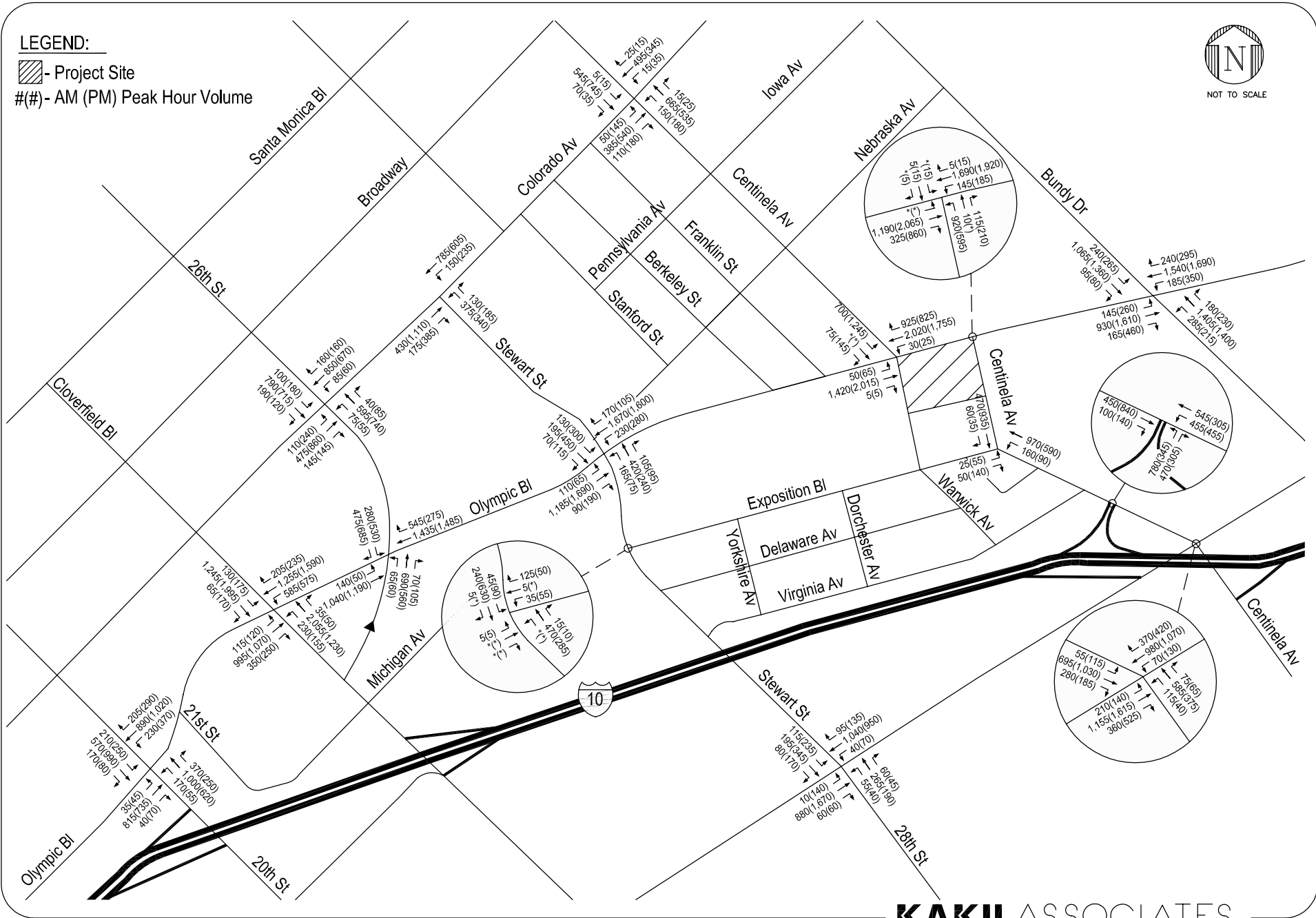
**LEGEND:**

▨ - Project Site

#(#)- AM (PM) Peak Hour Volume



NOT TO SCALE



**FIGURE 4**

**CUMULATIVE BASE (2009) PEAK HOUR TRAFFIC VOLUMES**





# 3.0 Comments and Responses

## 3.1 Introduction

The Draft EIR for the Hornburg Jaguar Expansion Project was circulated for review and comment to the public, other interested parties, agencies that commented on the IS/NOP, and surrounding jurisdictions for a forty-five-day public review period that concluded on August 5, 2003.

Copies of the Draft EIR were available for public review during normal business hours at the City of Santa Monica City Planning Counter, Room 111, and the City Clerk’s Office, Room 102, which are both located at 1685 Main Street, Santa Monica, California. Additional copies of the DEIR were made available for public review at the Santa Monica Main Public Library, 1343 6<sup>th</sup> Street, Santa Monica, California, and the Fairview Branch Library, 2101 Ocean Park Boulevard, Santa Monica, California. In total, one comment letter was received, via email, subsequent to the close of the review period.

**Table 3-1      Comment Letters Received During the Draft EIR Comment Period**

<i>No.</i>	<i>Commentor/Organization</i>	<i>Page</i>
1	City of Los Angeles, Department of Transportation, August 11, 2003	3-2

## 3.2 Comments and Responses

This chapter of the FEIR contains all comments received on the DEIR during the public review period, as well as the Lead Agency’s responses to these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Generally, the responses to comments provide explanation or amplification of information contained in the DEIR.

The following section contains the original comment letters, which have been bracketed to isolate the individual comments, each followed by the responses to the comments within the letter. As stated in Sections 15088(a) and 15088(b) of the CEQA Guidelines, comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review will be forwarded for consideration to the decision makers as part of the project approval process. These comments are answered with the phrase “Comment noted.”

From: Esther Tam [ETam@dot.lacity.org]  
Sent: Monday, August 11, 2003 2:01 PM  
To: Jonathan-Lait@ci.santa-monica.ca.us  
Cc: Jay Kim  
Subject: LADOT comments re 3300 Olympic mitigation measures

Dear Jonathan,

Our comments relative to the proposed mitigation measures are as follows:

1) Centinela Ave & Exposition - Warrants for the installation of a traffic signal at this location have not been met at this time.

1-1

2) Centinela Avenue & Pico Boulevard - Protected-permitted left turn phasing has been proposed for all four directions at the intersection. Unfortunately, at the time of the end of public comment period, LADOT has not been able to obtain additional data and conduct an independent left-turn signal phasing analysis due to insufficient data provided by the DEIR, Appendix D Figures 3, 4 and 7.

1-2

Please give me a call if you have any questions. Thank you for the opportunity to comment on the project.

1-3

Regards,  
Esther

-----Original Message-----

From: Esther Tam [mailto:ETam@dot.lacity.org]  
Sent: Wednesday, July 30, 2003 8:03 AM  
To: Neill Brower  
Cc: jonathan-lait@santa-monica.org  
Subject: RE: 3300 Olympic

Hi Neil,

While our Signal Timing Section staff was conducting a left-turn analysis for the intersection of Centinela and Pico, they brought to my attention that on Figures 3, 4 and 7, there are some asterisks shown instead of the traffic volume. If the "\*" means negligible volume as the legend indicates in Figure 6, it does not quite make sense.

1-4

I tried to contact Tom Gaul at Kaku Associates to get a clarification. Unfortunately he is and will be away from his office for another two weeks. Would you be able to find out the answers for me?

Thanks.

Esther  
LADOT

Esther Tam, P.E.  
Transportation Engineer  
WLA/Coastal Development Review

## **Letter 1—Los Angeles Department of Transportation, August 11, 2003**

### **Response to Comment 1-1**

Comment noted. Although signal warrants may not now be met, the proposed project would exceed the impact threshold or contribute to a condition under which the impact threshold would be exceeded, and the mitigation measure proposed on page 4.5-27 of the Draft EIR anticipates that the signal warrant would be met at some future time after construction of the proposed project. As further discussed on that page, the City of Santa Monica recognizes the jurisdiction of the City of Los Angeles over the intersection of Centinela Avenue and Exposition; consequently, the City of Santa Monica cannot authorize or enforce mitigation for direct impacts to that intersection, and Impact 4.5-3 would remain significant and unavoidable.

### **Response to Comment 1-2**

The comment incorrectly asserts that the Draft EIR does not contain sufficient information regarding turning movements in the vicinity of Centinela Avenue and Pico Boulevard. Although, as stated in Section 2.2 (Text Changes) of this Final EIR, Figures 3, 4, and 7 of the traffic study prepared for the project (Appendix D to the Draft EIR) depicted incorrect turning volumes for three intersections, the correct data were included in the analysis and are referenced beginning on page 6 of the traffic study. Additionally, the three figures have been revised and are included in Section 2.2 (Text Changes) of this Final EIR. However, the changes to the figures *do not* alter the analysis or its conclusions.

### **Response to Comment 1-2**

Comment noted. The City of Santa Monica welcomes comments from the City of Los Angeles Department of Transportation regarding projects that may affect intersections and street segments in Los Angeles.

### **Response to Comment 1-4**

Refer to Comment 1-2 for a discussion of the data provided in Figures 3, 4, and 7 of the traffic study, changes to the figures, and the implications of the changes for the traffic analysis.



# 4.0 Mitigation Monitoring Program

## 4.1 Introduction

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. This Final Environmental Impact Report (Final EIR) for the Hornburg Jaguar Expansion (proposed project) includes project-specific mitigation measures to reduce the potential environmental effects of the proposed project associated with traffic, aesthetics, hazards and hazardous materials, and construction effects.

Monitoring of the implementation of adopted mitigation measures is required by Section 21081.6 of CEQA. The Final EIR for the proposed project provides a list of project-specific mitigation measures, and describes the process whereby the mitigation measures would be monitored. Following certification of the Final EIR and approval of this Mitigation Monitoring Program (MMP) by the City of Santa Monica, the project-specific mitigation measures included in the Final EIR would be monitored as described in this MMP.

### 4.1.1 Purpose

The purpose of the Hornburg Jaguar Expansion Project MMP is to ensure compliance with all mitigation measures to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project, which were identified in the Final EIR. The City of Santa Monica, its consultants, and appropriate agencies shall accomplish implementation of this MMP. Project-specific mitigation measures will be implemented during any of the following times:

- Development of detailed design
- Preparation of the construction drawings
- Prior to the issuance of a demolition, grading, or building permit
- The construction phase
- Project operation

### 4.1.2 Project Description

#### *Project Characteristics*

The project site is located at 3300 Olympic Boulevard in the eastern portion of the City of Santa Monica. As indicated on the Land Use Map of the City of Santa Monica General Plan, the project site is designated as Special Office District. The site is located in the Light Manufacturing and Studio District (LMSD), according to the City's Official Districting Map.

Project implementation involves development for the expansion of existing uses to provide additional capacity for auto service and storage, as well as to consolidate related uses by allowing auto sales on the project site. Specifically, the proposed project involves the reconfiguration of an existing service facility to provide 11 additional auto service bays, as well as the demolition of an existing covered parking area and service writer cubicle space to allow the construction of a new structure to house the following uses above an 87-space subterranean parking garage: auto showroom and sales offices, auto storage and parking, and administrative offices.

The existing 39,211 sf service/office building would remain, and would be internally reconfigured to provide additional service bays. Demolition of the existing 15,700 sf covered storage and service writer office space on the western portion of the project site would make room for the following proposed uses: 9,618 sf of auto showroom and offices, the 19,425 sf covered parking facility, 10,021 sf of new car storage on the roof of the showroom/covered parking facility, and a semi-subterranean parking garage, of which 14,983 sf would be counted towards the site FAR. An incidental auto rental service is also proposed, but would be available only to patrons of the repair facility. Rental cars would be provided from an off-site location, as needed. Finally, the existing trash/recycling area would be enlarged to 450 sf, though this would not count towards site FAR.

### ***Project Objectives***

The objectives of the proposed Hornburg Jaguar Expansion project, as set forth by the project applicant, are as follows

- To consolidate auto sales and service uses into a single site owned by the applicant
- To expand existing service facilities to meet existing and anticipated demand, as well as to support the proposed auto dealership
- To provide additional storage capacity for new vehicles

#### **4.1.3 Responsibilities and Duties**

The City of Santa Monica Planning and Community Development Department (PCD) would be responsible for ensuring that design and construction contracts contain the relevant mitigation measures adopted in the Final EIR, and that mitigation measures are implemented during the appropriate phases of the project. The PCD will be responsible for monitoring compliance with measures related to transportation and parking.

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible units monitored the implementation of the measures. Monitoring will consist of determining whether or not:

- Specific issues were considered in the design development phase
- Construction contracts included the specified provisions

- Certain actions occurred prior to construction
- The required measures were acknowledged and implemented during construction of the project

## 4.2 Mitigation Monitoring and Reporting Program Matrix

All project-specific mitigation measures included in the Final EIR would be monitored in conjunction with the MMP for the proposed project. Table 4-1 (MMRP Matrix) is the Mitigation Monitoring Program for the proposed project.

4.0. Mitigation Monitoring Program

Table 4-1 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Responsible Entity	Monitor	Action by Monitor	Timing/Frequency	Compliance Check	Verification
<i>Traffic</i>						
<p><b>MM 4.5-1:</b> The applicant/contractor shall prepare and implement a Construction Impact Mitigation Plan, prior to issuance of a building permit, to adequately manage traffic during construction. This plan shall be subject to review and approval by the City and, at a minimum, shall include the following:</p> <ul style="list-style-type: none"> <li>▪ A public information program to advise motorists of impending construction activities (e.g., media coverage, portable message signs, and information signs at the construction site)</li> <li>▪ Approval from the City and all other affected agencies for any construction detours or construction work requiring encroachment into public rights-of-way or any other street use activity (e.g., haul routes)</li> <li>▪ Timely notification of construction schedules to all affected agencies (e.g., Police Department, Fire Department, Department of Public Works, Department of Planning and Community Development, transit agencies)</li> <li>▪ Coordination of construction work with affected agencies five to ten days prior to start of work</li> <li>▪ A traffic control plan for the streets surrounding the work area, which includes specific information regarding the project’s construction and activities that will disrupt normal traffic flow</li> <li>▪ Prohibition of dirt and demolition material hauling and construction material delivery during the morning and afternoon peak traffic periods and cleaning of streets and equipment as necessary</li> <li>▪ Scheduling and expediting of work to cause the least amount of disruption and interference to the adjacent vehicular and pedestrian traffic flow; it is recommended that all weekday daytime work on City streets be performed between the hours of 9:00 a.m. and 3:00 p.m.</li> </ul>	Applicant	PCD; Environmental Public Works Management (EPWM)	Verification of implementation	Project Operation	PCD	

Table 4-1 Mitigation Monitoring and Reporting Program Matrix

<i>Mitigation Measure</i>	<i>Responsible Entity</i>	<i>Monitor</i>	<i>Action by Monitor</i>	<i>Timing/Frequency</i>	<i>Compliance Check</i>	<i>Verification</i>
<ul style="list-style-type: none"> <li>▪ Limiting the queuing of trucks to on-site and prohibition of truck queuing on area roadways</li> <li>▪ Scheduling of pre-construction meetings with affected agencies to properly plan methods of controlling traffic through work areas</li> <li>▪ Storage of construction material and equipment within the designated work area and limitation of equipment and material visibility to the public</li> <li>▪ Provision of off-street parking to construction employees, including use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica</li> </ul>						
<b><i>Hazards and Hazardous Materials</i></b>						
<p><b>MM 4.7-1:</b> In the event that previously unknown soil or groundwater contamination is encountered during construction, construction activities shall immediately stop, and appropriate health and safety procedures shall be implemented. Where site contamination is identified, an appropriate remediation strategy (i.e., a Health and Safety Plan that meets OSHA requirements) approved by the City, and DTSC and the Los Angeles RWQCB, as required, shall be implemented. Qualified and licensed professionals shall perform the remediation activities and all work shall be performed under the supervision of the City of Santa Monica Environmental Programs Division.</p>	Applicant	PCD; EPWM	Review and approval of the remediation plan; verification of implementation of remediation plan procedures	Prior to issuance of a grading permit	PCD	



# Part 2

REVISED DRAFT ENVIRONMENTAL IMPACT REPORT