



Santa Monica and Barrington Mixed-Use Project

Environmental Case: ENV-2015-2957-EIR
State Clearinghouse No.: 2016051027

Project Location: 11650-11674 W. Santa Monica Boulevard, 1551 S. Barry Avenue, and 1560 S. Barrington Avenue, Los Angeles, California, 90025

Community Plan Area: West Los Angeles Community Plan Area

Council District: 11 – Mike Bonin

Project Description: The Project involves the construction and operation of a new five-story 316,520 square-foot mixed-use development, comprised of 64,759 square feet of ground-floor and mezzanine-level grocery store and restaurant uses along Santa Monica Boulevard and 180 residential apartments (20 of which would be set aside of Very Low Income households), over three levels of subterranean parking (up to 40.0 feet in depth), on a 2.6-acre (114,563 square-foot) vacant site. The Project would be a maximum of 62 feet in building height, with a maximum Floor Area Ratio (FAR) of 3:1. The Project would also include the installation of rooftop-mounted cellular antennas on 8-foot poles with supporting equipment cabinets. Excavation activities would result in the export of 152,000 cubic yards of soil from the site.

Note: Since the July 16, 2019 public hearing, a more accurate calculation of residential floor area has resulted in an increased total floor area to 333,471 square feet (a five percent increase). This floor area clarification is described in this Errata, dated September 2019.

PREPARED FOR:
The City of Los Angeles
Department of City
Planning

PREPARED BY:
Impact Sciences, Inc.

APPLICANT:
United El Segundo, Inc.

September 2019

SANTA MONICA AND BARRINGTON MIXED-USE PROJECT

Errata to the Environmental Impact Report

A. Introduction

This Errata has been prepared to make minor corrections to the Draft and Final Environmental Impact Report (EIR) (Case Number: ENV-2015-2957-EIR, State Clearinghouse Number: 2016051027) for the Santa Monica and Barrington Mixed-Use Project. These EIR modifications clarify and refine the EIR and provide supplemental information to the City decision-makers and the public. The information provided herein does not represent significant new information as the term is defined by the California Environmental Quality Act (“CEQA”) beyond the analysis or conclusions presented in the Draft and Final EIR for the Project. Section 15088.5 of the CEQA Guidelines specifically states: “New information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. ‘Significant new information’ requiring recirculation includes, for example, a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR... A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

The corrections provided to the EIR in this Errata do not represent significant new information that would deprive the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect that the Applicant has declined to adopt. The City has reviewed the information in these Errata and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.

B. Errata to the Draft and Final EIR

The calculation for residential floor area of the Project has been corrected (increased from 316,520 to 333,471 square feet, an increase of five percent) to comply with the current Municipal Code definition of “floor area” and due to refinements to Project plans, i.e. it was determined that covered balconies, that were previously excluded from the “floor area” calculations, should be counted and, therefore, this square footage was added to the residential floor area total. In addition, the open space and parking calculations was revised for the Project when the “number of habitable rooms per unit” was revised to match the current Municipal Code definition. No changes to the number of residential units or any material change to the building design, including height, massing, and depth of subterranean levels, has been made.

Specific revisions and corrections to the text of Section I, Introduction, of the Final EIR, and Section I, Executive Summary; and Section II, Project Description, of the Draft EIR regarding the Project building square footage, open space square footage, and parking (both vehicular and bicycle) are identified below.

Deletions are shown with ~~strikethrough~~ and additions are shown with double underline. Existing text to remain unchanged is included as plain text, without strikethrough or double underlines, to provide context for the revisions, clarifications, and correction.

All other references to Project square footage, open space square footage, and parking (both vehicular and bicycle) throughout the remaining sections of the EIR shall be considered to be revised per the revisions provided below.

CHANGES INCORPORATED INTO THE FINAL EIR TEXT

I. Introduction

The fourth paragraph on page I-1 is revised as follows:

2. Project Summary

The proposed project is a five-story, ~~316,520~~ 333,471 square-foot (sf), infill mixed-use development, consisting of 64,759 sf of commercial (grocery store, restaurant and office) uses, 180 residential units (20 of which would be set aside of Very Low Income households), recreation/open space areas, and a three level, subterranean parking garage (up to 40.0 feet deep) with ~~594~~ 618 spaces (approximately ~~277~~ 310 commercial parking spaces and ~~317~~ 308 residential parking spaces). The project would include ~~292~~ 313 (~~206~~ 247 residential and ~~86~~ 66 commercial) bicycle parking spaces.

CHANGES INCORPORATED INTO THE DRAFT EIR TEXT

I. Executive Summary

The first paragraph on page I-5 is revised as follows:

Proposed Project

The Project involves the construction and operation of a new five-story ~~316,520~~ 333,471 square-foot mixed-use development, comprised of 64,759 square feet of ground-floor and mezzanine-level grocery store and restaurant uses along Santa Monica Boulevard and 180 residential apartments (20 of which would be set aside of Very Low Income households), over three levels of subterranean parking (up to 40.0 feet in depth), on a 2.6-acre (114,563 square-foot) vacant site. The proposed project will require a haul route permit for the export of 150,000 cubic yards of soil. The likely haul route for the project would utilize Santa Monica Boulevard to access the San Diego Freeway, with exported materials most likely disposed of at the Sunshine Canyon Landfill in Sylmar. The project would also include the installation of rooftop-mounted cellular antennas and supporting equipment cabinets. A detailed Project Description is included as Section II (Project Description) of this EIR.

II. Project Description

The second paragraph on page II-5 is revised as follows:

C. Project Characteristics

The proposed project is a five-story, ~~316,520~~ 333,471 square-foot (sf), infill mixed-use development, consisting of 64,759 sf of commercial (grocery store, restaurant and office) uses, 180 residential units (20 of which would be set aside of Very Low Income households), recreation/open space areas, and a three level, subterranean parking garage (up to 40.0 feet deep) with ~~594~~ 618 spaces (approximately ~~277~~ 310 commercial parking spaces and ~~317~~ 308 residential parking spaces). The project would include ~~292~~ 313 (~~206~~ 247 residential and ~~86~~ 66 commercial) bicycle parking spaces.

The third paragraph on page II-6 is revised as follows:

Parking for the commercial/retail uses would be physically separated from the residential parking by a demising wall, and would be located on levels one and two in the subterranean parking garage with approximately ~~277~~ 310 reserved spaces. Two-way vehicular ingress/egress for the grocery store parking would be from a driveway off of Barrington Avenue and from a driveway off of Barry Avenue (refer to Figure II-3). Bicycle parking for store patrons and employees would be provided on Santa Monica Boulevard (~~32~~ 33 short-term spaces) and on level one of the parking garage (~~54~~ 33 long-term spaces).

The fourth paragraph on page II-7 is revised as follows:

Multi-Family Units

The proposed 180 residential units would consist of a mix of 27 studio, ~~78~~ 79 one-bedroom, ~~70~~ 69 two-bedroom, and five three-bedroom apartments; three levels would be constructed above the two-story

grocery store, five levels of residential units would be constructed on the southern portion of the project site (directly south of the grocery store) along Idaho Avenue (See Figures II-3 through II-8). The height of the residential structure would be 56 feet with a decorative parapet and a small area in the interior of the project rising up to approximately 62 feet in some areas. Units would range in size from ~~525~~ approximately 516 to 4,880 1,735 square feet of livable area. The units would be offered in ~~34~~ 39 plan types. Table II-1, Proposed Project Residential Uses Summary, includes the unit type, number of each unit type included as part of the proposed project, living square footage, and number of bedrooms. Approximately 11 percent of the units (i.e., 20 units) would be Very Low Income units.

The first paragraph on page II-8 is revised as follows:

The majority of residential parking will be provided on level three, with a limited number of spaces on levels one and two. In addition, the project would provide ~~46~~ 12 short-term bicycle parking spaces (along Idaho Avenue), and ~~490~~ 235 long-term bicycle parking spaces (on parking garage levels two and three), per City Ordinance 182,386.

The second paragraph on page II-8 is revised as follows:

Recreation/Open Space and Landscaping

The proposed project will include ~~22,744~~ 36,794 square feet of open space, including landscape and hardscape areas, pedestrian improvements, a private balcony for most units, an adjoining recreation and yoga room, a swimming pool and Jacuzzi, ~~and~~ a sky garden located on the third floor, directly above the grocery store, and a terrace area that would be provided on the roof. Pedestrian improvements on Santa Monica Boulevard would include decorative paving and planters. The residential entry plaza on Idaho Avenue would feature a variety of flowering trees and shrubs, in addition to a sculptural water feature (refer to **Figure II-16, Conceptual Landscape Plan – Ground Floor**). On the third level of the residential development, outdoor walkways, benches and informal seating areas, and sky bridges connecting the residential units would be provided (**Figure II-17, Conceptual Landscape Plan – Sky Garden**). A landscaped terrace area would be provided on the roof (refer to Figure II-8, Project Roof Plan).

The first paragraph on page II-24 is revised as follows:

The project would promote other alternative transportation modes, including bicycles. The project would include ~~292~~ 313 bicycle parking spaces. The proposed project is also within walking distance to a variety of shops and services for residents and employees (e.g., personal services, medical/dental offices, restaurants, etc.) that would further reduce the need for vehicle trips.