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City of

Santa Monica

City of Santa Monica

Climate Action and Adaptation Plan

Initial Study/Negative Declaration

February 2019

City of Santa Monica
Planning and Community Development Department
1685 Main Street
Santa Monica, CA 90401

INTRODUCTION

This document is an Initial Study/Negative Declaration to evaluate the potential environmental effects of the City of Santa Monica's Climate Action and Adaptation Plan (also referenced herein as the "CAAP"). The CAAP is a project subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Santa Monica. This Initial Study/Negative Declaration evaluates the potential direct, indirect, and cumulative environmental effects associated with the CAAP, as proposed. The CAAP is described in detail in Section 2.3, *Project Characteristics*.

BACKGROUND

The CAAP was developed over a 3-year process. AS part of the development of the CAAP, forecasts of carbon emission scenarios were developed and carbon emission reductions of potential local policies and measures were analyzed. Staff engaged a Steering Committee consisting of City staff, key community and regional institutions. The Steering Committee provided guidance and feedback for the CAAP's vision statement and policies and measures.

Community engagement for the CAAP included the following:

- October 2016 – City staff and Climate Action Santa Monica (CASM), a community-based organization, hosted the City's first Community Climate Action Summit. The event drew over 250 participants who engaged in presentations, workshops and displays concerning energy, mobility and community resilience.
- Winter 2017 – City staff deployed viewers on the pier, which provided an augmented reality experience. The viewers showed participants what would happen to Santa Monica's famous beaches when sea level rise and coastal storm flooding take effect. The viewers engaged over 10,000 participants, gauging their concern over climate change and preference for climate adaptation methods.
- Summers 2017 and 2018 – CASM's Climate Corps program, engages 15-20 high school- and college-aged youth by training them on climate change and local sustainability policies. The Climate Corps canvas Santa Monica's popular gathering locations and major events throughout the summer, engaging residents and visitors in climate conversations while polling for interest and support for existing or proposed policies.
- May 2018 – City staff, CASM and various stakeholders hosting Climate Fest, as a follow up to the Community Climate Action Summit. The event drew over 650 participants who were given opportunities to learn about the future of water, energy and mobility, while engaging in practical daily solutions.

PURPOSE AND LEGAL AUTHORITY

In accordance with CEQA (Public Resources Code Section 21000, et. Seq.) and the State CEQA Guidelines, the City of Santa Monica as lead agency is required to undertake the preparation of an Initial Study to determine whether the Project would have a significant environmental impact. If, as a result of the Initial Study, the lead agency finds that there is evidence that any aspect of the Project may cause a significant environmental effect, the lead agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze Project-related and cumulative environmental impacts. Alternatively, if the lead agency finds that there is no evidence that the

Project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the lead agency shall find that the Project would not have a significant effect on the environment and shall prepare a Negative Declaration or Mitigated Negative Declaration (ND or MND) for the Project. Such determination can be made only if "there is no substantial evidence, in light of the whole record before the lead agency" that such an effect may occur (Section 21080(c), Public Resources Code).

Pursuant to CEQA, the City of Santa Monica has prepared this Initial Study/Negative Declaration (IS/ND) to evaluate the potential environmental effects of the Climate Action and Adaptation Plan. This IS/ND addresses all environmental issues listed in Appendix G of the CEQA Guidelines. Based on the analysis provided within this Initial Study/Negative Declaration, the City has concluded that adoption of the Climate Action and Adaptation Plan would not result in significant impacts on the environment.

This IS/ND, which is ultimately required to be adopted by the City Council, is intended as an informational document. Additionally, future individual projects identified in the Climate Action and Adaptation Plan (CAAP) would be subject to review on a project-by-project basis to determine compliance with CEQA. If necessary, project-level CEQA review will be required to determine project-specific impacts. Evaluation of future project-level impacts would be too speculative to include in this IS/ND (see CEQA Guidelines Section 15145).

**CITY OF SANTA MONICA
INITIAL STUDY / NEGATIVE DECLARATION
AND NEIGHBORHOOD IMPACT STATEMENT**

1. Project title:

City of Santa Monica Climate Action and Adaptation Plan (CAAP)

2. Lead agency name and address:

City of Santa Monica
1685 Main Street
Santa Monica, CA 90407

3. Contact person and phone number:

Rachel Kwok
(310) 458-8341

4. Project location:

Citywide – The City of Santa Monica is located in west Los Angeles County. The coastal City comprises approximately 8.25 square miles bounded on the north, south, and east by the City of Los Angeles, and on the west by the Pacific Ocean. Surrounding communities in the City of Los Angeles include Pacific Palisades, Brentwood, West Los Angeles, Mar Vista, and Venice.

Figure 1 (Regional Location Map) illustrates the regional location of the City of Santa Monica. Regional access to the City is provided by Interstate 10 (Santa Monica Freeway), which bisects the City, the Pacific Coast Highway (PCH), which traverses the western edge of the City, and State Route 1 (Lincoln Boulevard).

5. Project sponsor's name and address:

City of Santa Monica

6. General plan designation:

Citywide

7. Zoning:

Citywide

8. Description of project:

The Climate Action & Adaptation Plan (CAAP) is a community plan to reduce carbon emissions and become climate resilient. It provides an ambitious, community-focused platform to advance policies that enhance quality of life and wellbeing, embrace smart city innovation and improve social equity.

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 identifies areas in local government, community building and support to augment by including climate change considerations and adaptation measures.

Many of the actions proposed in the CAAP would not result in direct adverse physical impacts on the environment (e.g., incentive programs, ordinances, outreach programs, etc.). Rather, these actions would have the indirect beneficial effect of promoting a reduction in GHG emissions. Implementation of the actions identified in the Climate Action and Adaptation Plan would be dependent on the availability of funding sources. As a policy document, specific physical projects identified in the CAAP would be subject to future environmental review on an individual basis.

**Table 1. Santa Monica Climate Action and Adaptation Plan –
Actions with No Physical Impacts on the Environment**

Climate Action Strategy	Actions with No Physical Impacts
100% Renewable Energy	Actions ZNC1, ZNC2, ZNC6, ZNC7, ZNC8, ZNC10, and ZNC11
Zero Waste	Actions ZW1, ZW2, ZW3, ZW4, ZW5, ZW6, ZW7, ZW8, ZW9, ZW10
Sustainable Mobility	Actions SM1, SM2, SM4, SM7, SM9, SM10, SM12, and SM13, CL4
Climate Change Adaptation	Actions with No Physical Impacts
Climate Ready Community	CRC1, CRC2, CRC3, CRC6, CRC8
Water Self-Sufficiency	H2O1, H2O2, H2O3
Coastal Flooding Preparedness	CF1, CF2
Low Carbon Food & Ecosystems	LCFE1, LCFE2, LCFE3, LCFE4, LCFE6, CE4,

9. Surrounding land uses and setting:

The City of Santa Monica is an urbanized coastal city, bounded by communities of the City of Los Angeles to the north, east and south, and the Pacific Ocean to the west. The City includes 8.3 square miles and has a population of 89,736 residents. The City also attracts a high number of tourists and visitors, particularly during the summer months. Land uses in the City consist of a mix of commercial, residential, light industrial, recreational, and open space uses.

10. Decision-making bodies or agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

The Climate Action and Adaptation Plan would require the following discretionary approvals:

- Adoption of the Negative Declaration by City Council

- Approval of the Climate Action and Adaptation Plan by City Council

FIGURE 1 – City of Santa Monica Regional Location Map



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics/Shadows	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Rachel Kwok
Environmental Planner

Date

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Produce extensive shadows affecting adjacent uses or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting: A scenic vista is typically defined as a public view of highly valued visual and scenic resources such as the ocean and distant mountain ranges, particularly from public vantage points. Major scenic vistas in the City are those associated with the beach, the bay, the Pier, and the bluffs. Policies in the City's Local Coastal Program Land Use Plan (LUP) are directed towards preserving and enhancing the public views associated with these resources, as well as improving the visual quality of the inland urbanized area of the Coastal Zone. Examples of local scenic views include those of the Pacific Ocean, the Santa Monica Mountains, and urban scenic resources along major roadways. In general, public views of the Pacific Ocean are available from the coastal areas (e.g., along Pacific Coast Highway and Ocean Avenue). At some locations along north-south roadways, channeled public views of the Santa Monica Mountains are available. Public views of urban scenic resources (such as the Santa Monica Pier) are available from locations near the particular resource. In addition, a number of scenic resources including scenic highways, trees, and historic buildings, exist in the City.

As an urbanized City, the City of Santa Monica has moderate to high nighttime lighting levels. Light sources consists of exterior building lights, street lights, vehicle headlights, lighting from signage, and interior building light.

a,c) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment including effects on scenic vistas and scenic quality in an urban area. The CAAP is a policy document and does not include the approval of any specific project.

None of the actions in the CAAP would conflict with standards/regulations addressing scenic quality. The CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). These actions would not have an adverse impact on scenic vistas or scenic quality, since such facilities are commonplace in the urban environment, are typically designed by the City to be aesthetically compatible with the neighborhood and compliant with City standards, would not involve the construction of significant above grade structures, and would occur on existing City right of ways or public property. Additionally, these facilities are generally exempt from CEQA (Class 1 Existing Facilities and Class 3 New Construction of Small Structures).

Additionally, the CAAP includes actions to pilot energy storage facilities and localized microgrids (Action ZNC3). The types of energy storage facilities and microgrids anticipated under the CAAP would be small in scale and are not anticipated to result in significant adverse effects on scenic vistas or visual character. Such facilities would either be underground or if above ground, would likely be screened in accordance with the Santa Monica Municipal Code's requirements for screening of mechanical equipment. The installation of photovoltaic panels would occur on rooftops of buildings and would not be generally visible and would be constructed in accordance with SMMC standards. Large-scale substantial renewable energy facilities, such as a wind or solar farm or large solar panel installations that could have scenic impacts are not proposed by the CAAP.

The CAAP also includes actions that would explore opportunities to increase the urban forest (Action LCFE6/LCFE6), implement beach dune restoration (Action CF5/CF5), plant fruit and nut trees in appropriate locations (Action LCFE2), and develop urban farming (Action LCFE3). The planting of new trees in public right-of-ways to expand the urban forest, the restoration of beach dunes, and the development of urban farming would have the beneficial effects of "greening" the City and improving the scenic quality of the City consistent with LUCE policies.

Other actions in the CAAP would not result in impacts on scenic vistas or scenic quality such as actions to convert existing natural gas appliances to electric (Action ZNC9/ZNC9), restoring kelp forest (LCFE7/LCFE7), ensuring resiliency of infrastructure and buildings to updated standards (Actions CRC4, CRC7/CRC4, CF1) and expanding direct install water fixture program (Action H2O3/H2O3). These actions would not create aesthetic effects as these improvements would not generally be visible (i.e., placed underground, or within buildings). Furthermore, implementation of the actions identified in the CAAP would be dependent on the availability of funding sources and would be subject to standards/regulations addressing scenic quality. Therefore, the CAAP would not have a substantial adverse effect on a scenic vista or conflict with standards addressing scenic quality. Impacts would be less than significant.

b) **Less Than Significant Impact.** There are no scenic highways officially designated by the State of California within the City of Santa Monica. The Pacific Coast Highway (SR 1 or PCH) is eligible for State scenic highway designation but it not currently designated as scenic by the State or County of Los Angeles. While no designated state scenic highways are located in the City, the City of Santa Monica's Scenic Corridors General Plan Element identifies Ocean Avenue, and the Santa Monica Municipal Pier, adjacent to the project area as designated scenic corridors. Additionally, the Santa Monica Land Use Plan identifies Ocean Avenue as a scenic corridor.

The CAAP is a policy document and does not include the approval of any specific project. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on a scenic resource.

Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). These improvements would not include the construction of significant above-grade facilities that could affect a scenic resource, including trees, rocks, and outcroppings on a scenic highway. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The City is primarily built-out, and a significant amount of ambient light from urban uses already exists. Similar to other developed urban areas, sources of light and glare include glass building facades, building signage, security lighting, street lights, parking lot lighting, and automobile headlights. In general, commercial areas such as the Downtown and the City's boulevards have the highest level of nighttime lighting.

The CAAP includes Action ZNC5, Action ZNC6, and Action ZNC12 to promote building energy efficiency. These actions would promote the replacement of older lighting with energy efficient LED lighting in existing buildings, but would not create new sources of light and glare. Furthermore, such lighting would be directed onto the areas to be lit as to minimize spillover onto light-sensitive uses and would be installed in accordance with Santa Monica Municipal Code Section 9.21.120 (Lighting) requirements to ensure that lighting would not adversely affect views. Furthermore, large-scale solar panel installations that could have glare impacts are not proposed by the CAAP. Therefore, the CAAP would not have a substantial adverse effect on lighting/glare, and impacts would be less than significant.

e) **Less Than Significant Impact.** Shadow impacts occur when a new building/structure of sufficient height casts shadows onto nearby sensitive receptors. As indicated in Table 1, most of the actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote the reduction of GHG emissions. Further, the Plan is a policy document and does not include the approval of any specific project. The CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). These actions would not include the construction of significant above-grade facilities that could produce substantial shadows onto sensitive uses. Therefore, impacts would be less than significant.

II. AGRICULTURE AND FORESTRY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: The City of Santa Monica is completely urbanized and does not contain any designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance ; agricultural land, or forest land. Furthermore, neither agricultural or forest land occur in the City.

a-e) **No Impact.** Adoption of the CAAP would not result in an adverse impact on agricultural resources. As indicated, the City does not contain any designated Prime Farmland, Unique

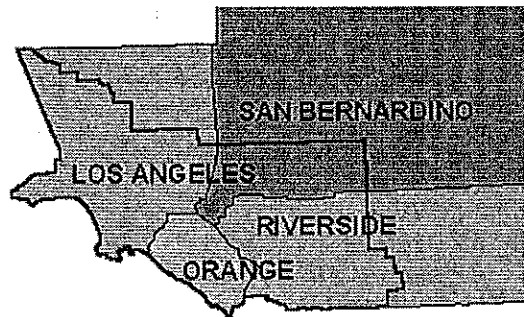
Farmland, or Farmland of Statewide Importance ; agricultural land, or forest land. There would be no impacts.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting: The City of Santa Monica is located with the South Coast Air Basin (the Basin), which is regulated by the South Coast Air Quality Management District (SCAQMD). Air quality in the Basin is affected by stationary sources (e.g., emergency generators, and equipment) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally, and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. Santa Monica is located in the western coastal portion of the Basin, which has moderate variability in temperatures. The Basin frequently experiences weather conditions that trap air pollutants within the Basin, due to temperature inversions and periods of stagnant wind conditions. The air quality in the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

South Coast Air Basin



a-c) **Less Than Significant Impact.** Pursuant to the Clean Air Act, SCAQMD has prepared the 2016 Air Quality Management Plan (AQMP) to reduce emissions of criteria pollutants in the Basin. Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal

and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them at the federal (National AAQS) or state level (California AAQS). The Basin is currently in nonattainment for ozone ("O₃"), nitrogen dioxide ("NO₂"), respirable particulate matter ("PM₁₀") and fine particulate matter ("PM_{2.5}"). The AQMP contains a comprehensive list of pollution control strategies directed at reducing pollutant emissions and achieving ambient air quality standards.

Adoption of the CAAP would not result in an adverse impact on air quality. Rather, the CAAP would result in beneficial air quality effects through actions that would reduce GHG and air pollutant emissions, with the goal of achieving carbon neutrality. The CAAP would help to reduce, not increase, air pollutant emissions from vehicles and energy use. For example, actions identified in the CAAP aim to increase the energy efficiency of existing and new buildings (ZNC5-ZNC12) as well as increase the number trips made on foot, bike, scooter, and transit. Additionally, the CAAP includes actions to promote an increase in zero emission vehicles (SM11-SM13) and carbon sequestration opportunities that would include an expanded urban forest (Action LC6), restoration of the kelp forest (CF5), and beach dune restoration (Action CF5, Action 5.4). Therefore, the CAAP would not conflict with or obstruct implementation of the applicable air quality CAAP, violate an air quality standard, result in the increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

d) **Less Than Significant Impact.** The CAAP would not result in other emissions adversely affecting a substantial number of people. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including substantial air emissions such as odors. The CAAP is a policy document and does not include the approval of any specific project. The SCAQMD has identified composting facilities as a potential source of odors. The CAAP does include Action ZW1, which calls for programs to ensure organics recycling citywide and Action ZW3, which would institute a program to increase composting. These actions would not result in significant adverse odors, since the collection of organics and wet material in the City already occurs on a site-by-site basis. These materials are transferred to larger composting facility outside of the City limits. The increase in collection and sorting of organic and wet material on an individual residential and commercial basis would not be a source of significant odors that would adversely affect a substantial number of people. Other actions in the CAAP would not result in impacts related to adverse emissions such as odors, including actions to convert existing natural gas appliances to electric (Action ZNC9), ensuring resiliency of infrastructure and buildings to updated standards (Actions CRC4, CRC7) and expanding direct water fixture program (Action H2O3). Rather all these actions would decrease air pollutant and carbon emissions. Therefore, impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: The City of Santa Monica is generally urbanized, with few areas of native wildlife habitat occurring within the City limits. The nearest wildlife habitat occurs along the coast at Santa Monica State Beach. Substantial forested open space occurs in the Santa Monica Mountains, located approximately 3.5 miles to the north. The majority of the City of Santa Monica has been developed, paved, or landscaped, and is generally devoid of large expanses of habitat that support sensitive species. No major regional wildlife migration corridors are known to exist within the City limits. No native riparian habitat, blue-line streams, wetlands, or sensitive natural communities are located in the City limits. The beach areas of the City do provide foraging and

roosting opportunities for several special status species (e.g., least terns, Snowy plovers). The City is not recognized as an existing or proposed Significant Ecological Area (SEA) that links wildlife populations.

There are over 33,800 trees in the City's Urban Forest comprising over 250 different species. All trees, shrubs or plants within the City's right-of-way are protected under the provisions of Santa Monica Municipal Code Chapter 7.40, referred to as the City of Santa Monica Tree Code. The City of Santa Monica Tree Code includes policies governing the removal of trees on public land. Section 7.40.110(a) of the City of Santa Monica Tree Code states that "No person, firm, or corporation shall remove, cut, trim, prune, plant, injure, or interfere with any tree, shrub, or plant upon any street or public place of the City without a permit from the Director of Recreation and Parks or the Director of General Services." In addition, the City of Santa Monica Urban Forest Master Plan (UFMP) provides guiding standards and requirements related to the overall management of the City's urban forest.

a-d) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on biological resources. Rather, the CAAP would have beneficial effects on wildlife species, habitat, and coastal waters. The CAAP includes actions that would explore opportunities to increase the urban forest (Action LCFE6), implement beach dune restoration (Action CF5, Action 5.4), and restore the kelp forest (Action LCFE7). These actions would have beneficial effects on biological resources by providing new and/or restored habitat. Other actions in the CAAP would not result in impacts on biological resources such as actions to convert existing natural gas appliances to electric (Action ZNC9), restore kelp forest (LCFE7), ensuring resiliency of infrastructure and buildings to updated standards (Actions CRC4, CRC7) and expanding direct water fixture program (Action H2O3). The installation of photovoltaics would occur largely on rooftops and would not affect habitat or biological species. Large-scale substantial renewable energy facilities, such as a wind or solar farm or large solar panel installations that could have impacts on biological resources are not proposed by the CAAP. Therefore, impacts to sensitive species, wetlands, or migratory species would be less than significant.

e) **No Impact.** The CAAP would not conflict with a local ordinance protecting biological resources including trees. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on biological resources. The CAAP includes an action that would explore opportunities for the expansion of the urban forest (Action LCFE6), consistent with the UFMP. Expansion of the urban forest would result in a beneficial impact as the planting of new trees would provide for additional nesting and roosting habitat. Therefore, there would be no impacts.

f) **No Impact.** No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the City of Santa Monica. Therefore, the CAAP would not conflict with the provisions of an adopted habitat conservation plan, and there would be no impacts.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting: A historical resource is defined in Section 15064.5(a) of the CEQA Guidelines as a resource listed in or eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California. Generally, a resource is considered to be "historically significant" if it meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- 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; or
- Has yielded, or may be likely to yield, information important in prehistory or history.
- Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

The City of Santa Monica contains numerous resources of historic and cultural value. The City's Historic Resources Inventory includes a listing of resources that are either designated as historic (at either the National, State, or local level), as well as resources that are potentially eligible for historic designation.

The greater Los Angeles region is known to be rich in subsurface archaeological resources, substantiated by an archaeological record that indicates a high level of habitation/seasonal habitation and resource use by Native Americans. However, the archaeological record is scattered and sparse due to previous ground disturbance. Additionally, the City of Santa Monica rests on surficial deposits of older Quaternary Alluvium derived primarily from the Santa Monica Mountains to the north. These deposits usually do not contain significant paleontological resources such as vertebrate fossils in the uppermost layers, but they are underlain by older Quaternary deposits that do contain significant vertebrate fossils at varying depths beginning as shallow as 6

feet beneath the ground surface. Vertebrate fossil remains have been recovered within older Quaternary sediments encountered within the City and its surrounding areas. For this reason, there is the possibility that buried archaeological, paleontological resources, and human remains could be found in the City.

a) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including historic impacts. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP does include an action for adoption of a new energy reduction ordinance to improve energy efficiency in existing buildings (Action ZNC5), which could include historic buildings. Physical alterations to these historic buildings (such as the installation of solar panels) could affect the integrity of the resource. However, the City's Landmarks Ordinance would ensure preservation of historic resources. Any exterior alterations to Landmarks would be subject to a Certificate of Appropriateness to protect the resource. The CAAP would not result in an impact on historic resources. Therefore, impacts would be less than significant.

b-c) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote the reduction of GHG emissions. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP includes actions that would promote the installation of dual plumbing, energy charging facilities, bicycle lanes, bikeshare hubs, etc., which could involve grading/excavation activities. However, these physical improvements are anticipated to be small in scale and would also be required to comply with applicable regulations including California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 to protect such resources. Furthermore, implementation of the actions identified in the CAAP would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. The CAAP would not result in an impact on buried cultural resources including archaeological resources, and human remains. Therefore, impacts are anticipated to be less than significant.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: The City consumes energy in the form of electricity and natural gas for building heating, cooling, cooking, lighting, water demand and wastewater treatment, consumer electronics, operation of landscaping equipment/vehicles, and other energy needs, including

transportation-fuels, primarily gasoline. Electricity and natural gas use in buildings contribute 29% of Santa Monica's carbon emissions.

a-b) **No Impact.** Adoption of the CAAP would not result in an adverse impact on energy. The CAAP would not result in wasteful, inefficient, or unnecessary consumption of energy resources or obstruct a plan for renewable energy or energy efficiency. Rather, the CAAP would result in beneficial energy effects through actions that would reduce energy consumption, increase energy efficiency, support renewable energy, and decrease associated GHG emissions. For example, actions identified in the CAAP aim to increase the energy efficiency of existing buildings (ZNC5-EB3), including increasing the number of Zero Net Carbon Buildings, achieving the goal of Zero Waste (i.e., 95% waste diversion), and increasing the number of trips made by walking, bicycling, scooters, and transit. Furthermore, the CAAP includes action ZNC8 which calls for adoption of new ordinances that would require new multifamily and commercial to achieve zero net energy and single family properties to use electric appliances (or alternative pay in-lieu fee). Therefore, the CAAP would not result in wasteful inefficient consumption of energy or conflict with a CAAP for renewable energy or energy efficiency. There would be no impacts.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				

Existing Setting: The City of Santa Monica is located in the seismically active region of Southern California. Active and potentially active faults within and near the City include the Newport-Inglewood Fault, the Santa Monica Fault, Hollywood Fault, – Malibu Coast Fault, and the Palos Verdes Fault. The Santa Monica Fault runs roughly east to west through the northern portion of the City and extends offshore where it links to the Malibu Coast fault. In January 2018, the California

Geological Survey adopted an update of the Alquist-Priolo Zone map (Beverly Hills Quadrangle) which established an Alquist-Priolo zone around the trace of the Santa Monica Fault to the north. Strong groundshaking would occur in the event of an earthquake on this fault or other nearby faults.

α-d) **No Impact.** The CAAP would not result in impacts related to geology/soils. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote the reduction of GHG emissions. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP includes actions that would promote the installation of dual plumbing, energy charging facilities, bicycle lanes, bikeshare hubs, etc., which would require construction and grading/excavation activities. However, these physical improvements are anticipated to be small in scale and would also be constructed in accordance with applicable regulations and standards addressing geological safety, including Santa Monica Municipal Code requirements. Therefore, the CAAP would not expose people or structures to potential adverse effects involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, landslides, and expansive soils. There would be no impacts.

e) **No Impact.** The City of Santa Monica is entirely served by an existing sewer network. The use of alternative wastewater disposal systems including septic tanks is not necessary in the City. There would be no impacts.

f) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote the reduction of GHG emissions. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP includes actions that would promote the installation of dual plumbing, energy charging facilities, bicycle lanes, bikeshare hubs, etc., which could involve grading/excavation activities. However, these physical improvements are anticipated to be small in scale and would not require significant grading/excavation that could adversely impact paleontological resources or alter unique geological features. Furthermore, implementation of the actions identified in the CAAP would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. The CAAP would not directly or indirectly destroy paleontological resources. Therefore, impacts are anticipated to be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

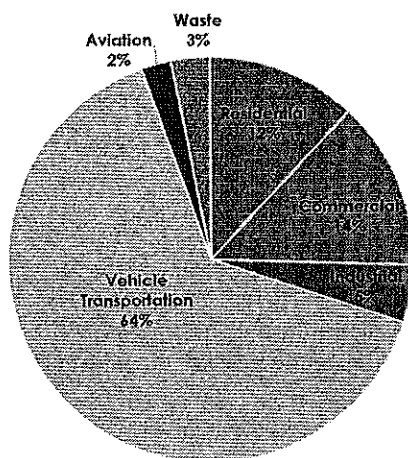
Existing setting: Greenhouse gases (GHGs) are gases that trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, coastal flooding, water supply changes, extreme heat, drought, changes to ecosystems and habitat; and human health effects.

California has always been a leader in addressing the effects of global climate change. A number of legislation and executive orders have been passed establishing aggressive targets for greenhouse gas reductions

- **Executive Order (EO B-55-18).** EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality no later than 2045, and achieve and maintain net negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. California Air Resources Board (CARB) will work with relevant state agencies to ensure that future Climate Change Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.
- **Executive Order (EO B-30-15).** EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing statewide GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing statewide GHG emissions to 80% below 1990 levels by 2050, as set forth in EO S-3-05. To facilitate achievement of this goal, EO B-30-15 calls for an update to CARB's Climate Change Scoping Plan to express the 2030 target in terms of MMT CO₂e. The executive order also calls for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target. CARB updated the Scoping Plan in December 2017 to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32.
- **SB 32 and AB 197.** SB 32 and AB 197 (2016) are companion bills that set a new statewide GHG reduction targets, make changes to CARB's membership, increase legislative oversight of CARB's climate-change-based activities, and expand dissemination of GHG and other air-quality-related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030 and 80% below the 1990 levels by 2050. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing

oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

- **AB32.** The California Global Warming Solutions Act was passed in 2006 (AB 32) in recognition that GHG emissions cause significant adverse impacts to human health and the environment, and therefore must be identified and mitigated where appropriate. AB 32 established a state goal of reducing GHG emissions to 1990 levels by 2020 – a reduction of approximately 30 percent from projected state emission levels and 15 percent from current state levels, with even more substantial reductions required in the future.
- **Executive Order S-3-05.** On June, 1, 2005, California Governor Arnold Schwarzenegger signed Executive Order S-3-05, which established the following GHG emission reduction targets:
 - By 2010, California shall reduce GHG emissions to 2000 levels
 - By 2020, California shall reduce GHG emissions to 1990 levels
 - By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels



Emissions by Source (2015)

The City conducted a greenhouse gas inventory at the end of 2015 to determine its GHG emissions and progress in reducing emissions. Compared to 1990 levels, annual emissions have reduced by 20%, exceeding the City's 2015 target of 15% established in the 15x15 Climate Action Plan. Over 60% of Santa Monica's emissions are generated from vehicle transportation; another third comes from energy use in residential and commercial buildings. The remaining community greenhouse gas (GHG) emissions originate from landfilled waste and aviation activity associated with the Santa Monica Airport.

a-b) **No Impact.** As described in the project description, the CAAP provides the roadmap for the City of Santa Monica to achieve carbon neutrality by 2050 or sooner, thus reducing the City's contribution to

GHG emissions. The ambitious goal of carbon neutrality would support achievement of the statewide 2020 target set by AB 32 and would work toward the State's 2030 target identified in Executive Order S-3-05 and the 2045 target of carbon neutrality in EO B-55-18. In order to achieve carbon neutrality as soon as possible, the CAAP commits the City to an interim goal of reducing GHG emissions 80% below 1990 levels by 2030. The CAAP has five key strategies to reduce greenhouse gas emissions: 100% renewable grid electricity, zero waste (i.e., 95% waste diversion for the City), low-carbon buildings (reducing fossil fuel use in existing buildings), sustainable trips (converting 50% of local trips to non-vehicle trips, and 25% of commuter trips to non-vehicle trips), and zero emission vehicles (50% by 2030). For these strategies, the CAAP includes a number of actions to achieve the goal of carbon neutrality by 2050.

Table 2 provides a summary of the estimated business as usual GHG emissions (in CO₂e) and the anticipated reductions in GHG from implementation of CAAP strategies. As shown in summary

Table 3, the CAAP would achieve a 80% reduction in 1990 GHG levels with a targeted GHG level of 289,135. With this targeted goal, the City's contribution of GHG emissions would not conflict with an adopted applicable plan, policy or regulation.

The CAAP also outlines the City's strategy to build resilience to climate change by identifying the hazards and risks, and providing strategies to prepare, adapt and respond to impacts. Therefore, adoption of the CAAP would be consistent with the state and local policies and plans for reducing greenhouse gas emissions and would not conflict with GHG reduction goals. There would be no impacts.

**Table 2. City of Santa Monica CAAP –
GHG Business as Usual (BAU) Emissions and Emission Reductions¹**

BAU Emissions with State Policies (by sector)	2015	2020	2025	2030	2035	2040	2050
Natural Gas	119,025	118,339	117,652	116,965	118,722	117,500	114,624
Electricity	215,566	192,979	175,680	163,005	161,063	159,425	155,332
Transportation	715,267	651,118	587,128	523,300	474,799	469,110	481,271
Waste	34,109	34,593	35,085	35,583	36,773	37,513	38,968
Aviation ²	26,348	26,348	26,348	0	0	0	0
All Sectors Total BAU Emissions:	1,110,316	1,023,377	941,892	838,853	791,357	783,548	790,195
CAAP Strategy (by sector)	Estimated Emissions Reductions (MTCO ₂ e)						
Natural Gas Strategies	0	25,650	48,646	69,029	86,840	103,803	116,062
Electricity Strategies	0	192,979	175,680	163,005	161,063	162,597	158,624
Transportation Strategies ³	0	96,612	193,224	289,837	322,749	354,161	391,513
Waste Strategies ⁴	0	9,024	18,305	27,847	27,847	27,847	27,847
All Sectors Total GHG Reductions:	-	324,265	435,855	549,719	598,499	620,561	694,046
TOTAL GHG EMISSIONS WITH CAAP	1,110,316	699,112	506,037	289,135	192,858	162,987	96,149

¹ All emissions reported in CO₂e

² Santa Monica Airport is due to close in 2025 and as such, no aviation emissions would occur thereafter

³ Transportation GHG reductions would occur from converting 50% of local trips to foot, bike, scooter, & skateboard and 25% of commuter trips to transit, and the target electric vehicle goal of 50% for registered SM vehicles to 50% by 2030

⁴ Waste GHG reductions would occur from Zero Waste goal of increasing the waste diversion rate to 95% by 2030 (compared to 77% in 2015)

Table 3. City of Santa Monica – CAAP GHG Reduction Summary

Target Year:	2030
Remaining Emissions in Target Year:	289,135
1990 Baseline Emissions:	1,386,640
Percent Emissions Reduction Below 1990 Levels by Target Year:	80%

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Hazardous materials are defined as substances with physical and chemical properties of flammability, corrosivity, reactivity, or toxicity, which may pose a threat to human health or the environment. The term "hazardous materials" is used in this section to describe chemicals such as petroleum products, solvents, pesticides, herbicides, paints, metals, asbestos, and other regulated materials. Additionally, the term "release" as used in this section includes known historical spills, leaks, illegal dumping, or other discharges of hazardous materials to soil, sediment, groundwater, or surface water. Areas where historical releases of hazardous materials have occurred could pose a risk to public health and the environment.

Hazards may include exposure to both natural and man-made hazards. These could include hazards associated with aircraft operations at nearby airports or natural hazards such as wildfires. The Santa Monica Municipal Airport is located in the southeast portion of the City. No wildlands exists adjacent to the City, which could pose a significant wildfire risk.

a-d) **Less Than Significant Impact.** The CAAP would not result in an adverse hazards impact due to the transport, use, handling, or release of hazardous materials. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts related to hazards. Further, the CAAP is a policy document and does not include the approval of any specific project.

None of the proposed actions in the CAAP would involve the transport, use, or emission of hazardous materials or hazardous emissions. The CAAP includes actions to pilot energy storage facilities and localized microgrids (Action ZNC3). These facilities would be constructed and operated in accordance with applicable federal, state, and local regulations, including California Public Utilities Commission requirements. Additionally, the CAAP includes an action for adoption of a new energy reduction ordinance to improve energy efficiency in existing buildings (Action ZNC5). Some existing buildings (especially older buildings) could have asbestos containing materials and lead based paint. Physical alterations to these buildings for energy efficiency improvements could result in the inadvertent release of asbestos and lead, potentially exposing construction workers to hazards. However, demolition and construction activities involving hazardous materials removal would occur in accordance with applicable safety regulations, including SCAQMD Rule 1403 to prevent safety hazards to workers.

The CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). Some of these proposed actions could result in facilities/structures that are near or cross through existing hazardous waste sites; however, most of

these actions would not require substantial (if any) excavation/grading that could result in the release of hazardous contaminants. Therefore, impacts would be less than significant.

e) **No Impact.** The Santa Monica Municipal Airport is located in the southeast portion of the City. All air traffic within the City current are subject to many stringent regulations to protect the public from potential aircraft hazards or other safety concerns, such as Federal Aviation Administration (FAA) regulations and Caltrans regulations. Additionally, the airport's Airport Land Use Plan (ALUP) addresses airport operations on public safety.

Adoption of the CAAP would not result in an impact related to airport hazards. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote the reduction of GHG emissions. The CAAP is a policy document and does not include the approval of any specific project. The CAAP would not increase the number of people residing or working near the Santa Monica Airport, nor does the CAAP propose any changes (such as construction of tall structures or change in airport operations) that would increase airport hazards. Furthermore, the Santa Monica Airport will be closing in 2028. The CAAP would not have the potential to expose people residing or working in the area to airport hazards. There would be no impacts.

f) **No Impact.** Adoption of the CAAP would not result in an impact on an emergency response plan. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on emergency response. The CAAP is a policy document and does not include the approval of any specific development or infrastructure project that would create adverse impacts. Rather, the CAAP would have beneficial effects on emergency response. The CAAP includes strategies to increase City resiliency to climate change effects, including gradual changes and climate-related emergencies such as storms, coastal flooding, and wildfires. Actions CRC 1-8 would enhance City readiness to respond to risks and prepare residents for a changing climate and build community resilience of the City's populations at greatest risk of climate hazards. Therefore, the CAAP would not impair or physically interfere with emergency response. There would be no impacts.

g) **No Impact.** The City of Santa Monica is highly urbanized. No wildlands exists adjacent to the City, which could pose a significant wildfire risk. None of the actions in the CAAP would expose people or structures to wildfire risk. Rather, the CAAP includes beneficial actions to address climate change effects, including increased wildfire risk. Researchers project that warmer temperatures from climate change will increase the frequency of days with unhealthy levels of ground-level ozone. Warming temperatures and lengthened growing seasons can lead to increased wildfires. Although the wildfire risk in Santa Monica is non-existent due to its surrounding urban buffer, the City is close to a number of mountainous ranges (including the Santa Monica Mountain ranges) where wildfire risks are projected to increase due to climate change. The CAAP's actions would reduce GHG emissions, with the goal of achieving carbon neutrality, to address climate change effects. For example, actions identified in the CAAP aim to increase the energy efficiency of existing buildings (ZNC5-ZNC12). Additionally, the CAAP includes actions to promote an increase in zero emission vehicles (SM11-SM13) and carbon sequestration opportunities (Actions LCFE6-CF5). Therefore, the CAAP would have beneficial effects by reducing potential future wildfire risk from climate change.

Additionally, the CAAP includes strategies to increase City resiliency to climate change effects, including gradual changes and climate-related emergencies such as storms, coastal flooding, and wildfires. Actions CRC 1-8 would enhance City readiness to respond to risks and prepare residents for a changing climate and build community resilience of the City's populations at

greatest risk of climate hazards including wildfires. Therefore, the CAAP would minimize the risk of loss, injury or death involving wildland fires. There would be no impacts.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: The City of Santa Monica lies within the Santa Monica Bay Watershed Management Area (Watershed) of the Los Angeles Basin. The 414-square mile Watershed drains to the Pacific Ocean and Santa Monica Bay from the Santa Monica Mountains extending south and west across the Los Angeles Coastal Plain to include Ballona Creek and the coastal portion

of the Palos Verdes Peninsula, which together form the southern boundary of the Watershed. Urban pollutants reach the Santa Monica Bay through wastewater discharge and urban runoff. Urban runoff (which includes stormwater runoff from rain and dry weather runoff) is attributed to the presence of impermeable surfaces, such as buildings, streets, sidewalks, parking lots, storm drains and other paved surfaces; these surfaces prevent the natural infiltration of water into the ground. Impermeable surfaces are inherent to urbanized settings. Within the Watershed, drainage infrastructure is designed and constructed with an alignment and capacity intended to protect life and property from flooding caused by rainstorm events. The City's drainage infrastructure is divided into 13 drainage basins, which all drain to the Santa Monica Bay.

The City is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map. Additionally, no dam/flood control channels exist in the City.

A seiche is a standing wave occurring in an enclosed or partially enclosed body of water, such as a lake, reservoir, or bay. There are no enclosed or partially enclosed large bodies of water in the City. Therefore, the potential for inundation from a seiche is considered remote.

Mudflows (also called debris flows) result from the downslope movement of soil and/or rock under the influence of gravity. The City is not located downslope from any steep hillsides. The City is not at risk from inundation by mudflow.

A tsunami is a large ocean wave caused by a significant undersea disturbance such as earthquakes. Areas susceptible to a tsunami in the City include the low-lying beachfront areas. In the event of a tsunami, the City has designated tsunami evacuation routes and has also adopted a Multi Hazard Functional Emergency Plan to reduce risk and prevent loss from large scale emergencies, including tsunamis.

a,e) **No Impact.** Adoption of the CAAP would not result in an impact related to water quality standards or waste discharge requirements or conflict with a water quality control plan. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, include impacts on water quality. Rather, the CAAP would have beneficial effects on water quality. The CAAP supports the completion of the Sustainable Water Infrastructure Project (SWIP) (Actions H2O4-H2O6). The SWIP takes an integrated approach to treating storm water runoff, brackish groundwater, and municipal wastewater for beneficial (no-potable) reuse. This project would help the city achieve its goal of water self-sufficiency by 2020, improve beach water quality and provide for compliance with new State non-point source pollution control regulations.¹ Additionally, the CAAP includes an action to explore opportunities to restore the kelp forest (Action LCFE7). Restoration of kelp forest could result in numerous ecological and economic benefits in terms of fish habitat, water quality, and overall health and longevity of Santa Monica Bay. These actions would have a beneficial impact on water quality. Therefore, there would be no adverse impacts to water quality.

b) **No Impact.** Adoption of the CAAP would not result in an impact related to groundwater. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment. Rather, the CAAP would have beneficial effects on groundwater. The CAAP supports the completion of the Sustainable Water

¹ The potential environmental impacts of the SWIP has been previously analyzed in an adopted Mitigated Negative Declaration prepared for the SWIP in August 2016.
(https://www.smgov.net/uploadedFiles/Departments/Public_Works/Water/FINAL%20SWIP%20IS-MND.pdf)

Infrastructure Project (SWIP) (Action H2O5). The SWIP takes an integrated approach to treating storm water runoff, brackish groundwater, and municipal wastewater for beneficial (no-potable) reuse. In the future treated water could be used for aquifer recharged and produce 1,680 acre-feet per year of new water. Additionally, the CAAP includes an action to expand the sustainable local groundwater production (Action H2O6). These actions would have a beneficial impact on groundwater. Therefore, there would be no adverse impacts to groundwater.

c) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including drainage effects and runoff. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP includes actions that would promote the installation of dual plumbing, energy charging facilities, bicycle lanes, bikeshare hubs, etc.. These physical improvements envisioned under the CAAP would not significantly alter existing drainage patterns or increase runoff, since all necessary storm drainage infrastructure would be installed in accordance with SMMC requirements. Additionally, construction activities (including grading/excavation) for improvements would also be required to comply with applicable regulations addressing hydrology/drainage including SMMC Chapter 7.10 –Runoff Conservation and Sustainable Management Ordinance. Therefore, impacts would be less than significant.

d) **No Impact.** Although the City is not located in a 100 year flood zone, Santa Monica's most significant climate change challenges and opportunities relate to its coastal location. Miles of transportation and public and private utilities infrastructure, beaches, homes, and businesses and concessionaires bear some risk from sea level rise (SLR) and coastal flooding. Sea levels rise due to increased water volume from higher water temperatures and melting of glaciers and ice sheets. Coastal flooding caused by storms and high tides is a temporary condition but can have damaging consequences. Over the longer-term, SLR will compound the effects from coast flooding as storms will occur on top of higher sea levels.

Scientific models indicate that Southern California may see between 17 and 66 inches of SLR by the end of this century. SLR in the Los Angeles region is expected to match global projections, which will also potentially exacerbate coastal flooding impacts from storm surges and big-wave storms, and lead to greater loss of land. Estimates of SLR projected in Southern California and Santa Monica are shown in Table 4.^{2,3}

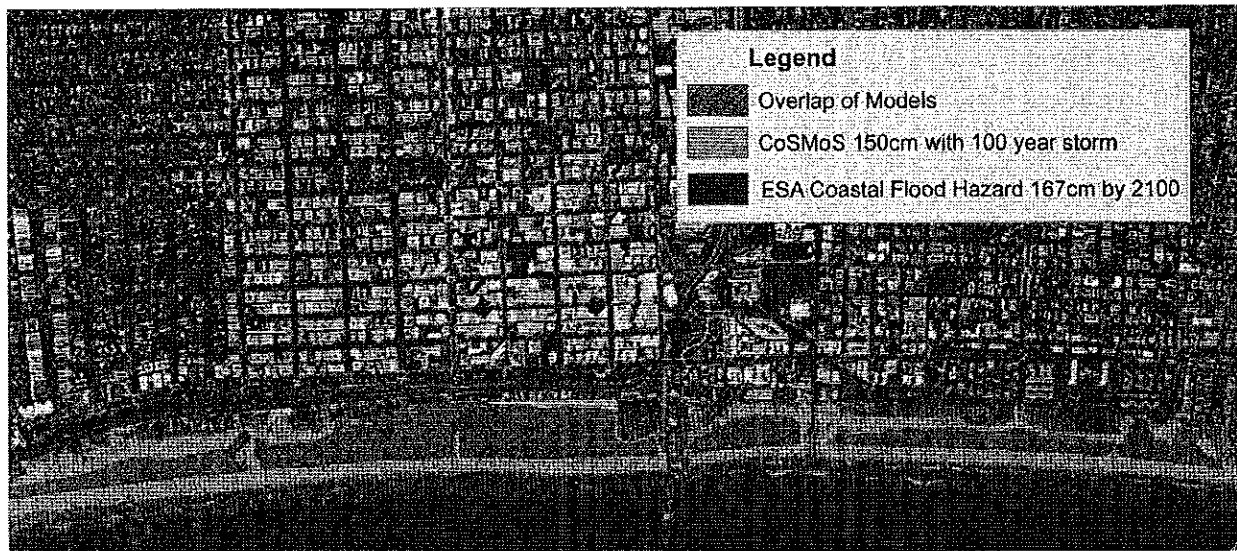
Figure 3 shows projected SLR and coastal flooding by 2100 along the coast of Santa Monica. A significant number of public facilities and infrastructure, buildings, and other structures are likely to be affected by storm-induced flooding.

Table 4: Sea Level Rise (SLR) Projections for Southern California and Santa Monica

SLR Scenario (Expected Time Period)	Southern California SLR Range (inches) ^a	City of Santa Monica SLR Range (inches) ^b
Early-Century - Current-2030	2"-12"	5.3"-12"
Mid-Century - 2030-2050	5"-24"	11.6"-23.8"
Late Century - 2050-2100	17"-66"	36.6"-113"

² Cayan, D. R., J. Kalansky, S. Jacobellis, D. Pierce, and R. Kopp Kopp. (2016). *Creating Probabilistic SLR Projections to support the 4th California Climate Assessment. Prepared for the California Energy Commission.*

³ ESA. 2016. *Los Angeles County Coastal Hazard Modeling and Vulnerability Assessment: Technical Methods Report. Prepared for the City of Santa Monica.*



As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts related to flooding and inundation. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP would not result in impacts related to flooding or inundation by seiche, mudflows, or tsunamis. Rather, the CAAP would have beneficial effects. The CAAP would reduce GHG emissions, with the goal of achieving carbon neutrality, to address climate change effects including SLR and coastal flooding. For example, actions identified in the CAAP aim to increase the energy efficiency of existing buildings (ZNC5-ZNC12). Additionally, the CAAP includes actions to promote an increase in zero emission vehicles (SM11-SM13) and carbon sequestration opportunities (Actions LCFE6-CF5). Therefore, the CAAP would have beneficial effects by reducing Citywide GHG emissions and the City's contribution to climate change effects, such as SLR and coastal flooding.

Additionally, the CAAP includes strategies to increase City resiliency to climate change effects, including gradual changes and climate-related emergencies such as storms, coastal flooding, and tsunamis. Actions CRC 1-8 would enhance City readiness to respond to risks and Actions CF1-6 would conduct site-specific vulnerability assessments of coastal flooding, disclose information regarding SLR and coastal flooding, and research/evaluate improvements to protect the Pier, and support projects such as beach restoration to reduce impacts of coastal flooding. Therefore, the CAAP would minimize the risk of flooding and associated loss, injury or death. There would be no impacts.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: The City of Santa Monica occupies approximately 8.25 square miles, almost all of which is developed with established residential, commercial, light industrial, and institutional uses. The City is organized around a grid system of streets providing a high level of connectivity within the City and to adjacent communities. This grid street system is interrupted by the I-10 freeway that bisects the City from east to west, dividing neighborhoods and districts north and south of the freeway. Residential neighborhoods are the predominant land use in the City with a wide range of housing types and densities. Commercial land uses include retail, restaurant, entertainment, office, and service commercial (e.g., salons), which are concentrated within the Downtown area and along boulevards and avenues such as Broadway, Wilshire Boulevard, Santa Monica Boulevard, Lincoln Boulevard, and Colorado Avenue.

a) **No Impact.** The CAAP would not result in impacts related to land use compatibility. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on land use. Further, the CAAP is a policy document and does not include the approval of any specific project.

The CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). None of these physical improvements would result in the division of an established community as they would generally be small in scale and incorporated into the urban fabric of the City. Furthermore, actions to convert existing natural gas appliances to electric (Action ZNC9), ensure resiliency of infrastructure and buildings to updated standards (Actions CRC4, CRC7) and expand direct water fixture program (Action H2O3) would not divide an established community as these improvements would occur within buildings or underground. Additionally, CAAP actions that would explore opportunities to increase the urban forest (Action LCFE6), implement beach dune restoration (Action CF5), plant fruit and nut trees in appropriate locations (Action LCFE2), and develop urban farming (Action LCFE3) would have a beneficial impact on enhancing the quality of the City's communities.

b) **No Impact.** The CAAP provides the roadmap to achieving carbon neutrality in Santa Monica. The CAAP is wholly consistent with state and local goals to reduce GHG emissions including the Santa Monica Land Use and Circulation Element (LUCE), the Southern California Association of Government's (SCAG) 2012-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), California Climate Change Scoping Plan, and Executive Order B-30-15. In particular, the CAAP would implement and strengthen the following sustainability goals of the LUCE:

- Goal S1: Reduce the City's GHG emissions and climate change impacts
- Goal S2: Reduce GHG emissions from land use and transportation decisions
- Goal S3: Reduce overall energy use in the City
- Goal S4: Increase the use of renewable energy in the City

- Goal S5: Improve the environmental performance of buildings
- Goal S6: Promote water conservation and increase the use of reclaimed and recycled water
- Goal S7: Reduce the carbon footprint of the City's municipal operations
- Goal S8: Reduce the amount of solid waste citywide
- Goal S9: Continue the City's role as a leader in sustainable development
- Goal S10: Create a sustainable local economy that focuses on green jobs

The CAAP includes actions to adopt new ordinances for the purposes of reducing carbon emissions. For example, Action ZNC5 would adopt an Energy Reduction Ordinance to improve the energy efficiency of existing buildings. Action ZNC8 would adopt new ordinances for Zero Net Energy in multi-family and commercial buildings and Action EB7 would adopt ordinance for carbon neutral construction for single family residential. These actions to adopt new ordinances and remaining actions in the CAAP would not conflict with an applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Rather, consistent with adopted state and local policies, the CAAP would reduce GHG emissions and would reduce the City's contribution to climate change effects. There would be no impacts.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: There are no areas in the City that are designated as existing mineral resource extraction areas by the State of California. Additionally, no mineral extraction operations occur in the City.

a-b) **No Impact.** There are no areas in the City that are designated as existing mineral resource extraction areas by the State of California. Additionally, no mineral extraction operations occur in the City. Therefore, the CAAP would not result in the loss of availability of a known mineral resource or mineral resource recovery site. No impacts would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing setting: Noise is generally defined as unwanted sound that is heard by people or wildlife and that interferes with normal activities or otherwise diminishes the quality of the environment. Prolonged exposure to high levels of noise is known to have several adverse effects on people, including hearing loss, communication interference, sleep interference, physiological responses, and annoyance. The noise environment typically includes background noise generated from both near and distant noise sources as well as the sound from individual local sources. These can vary from an occasional aircraft or train passing by to continuous noise from sources such as traffic on a major road.

In terms of human response to noise, studies have indicated that a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness.

Chapter 4.12 of the Santa Monica Municipal Code comprises the City's Noise Ordinance, which sets forth maximum noise standards for noise zones (residential, commercial, and industrial) in the City.

a) **No Impact.** The CAAP would not result in a significant adverse increase in permanent or temporary noise or groundborne vibration. Rather, the CAAP would result in beneficial noise reduction effects. Specifically, the CAAP aims to reduce the number of vehicle trips with Actions SM1-10. Reductions in vehicle trips would lead to reductions in vehicular noise levels. Additionally, the CAAP seeks to decrease GHG emissions by promoting increases in electric vehicle use and ownerships. Actions SM11-SM13, and CL4 would incentivize electric vehicle use, explore opportunities for new electric vehicle technologies, and electrify the Big Blue Bus and Santa Monica Municipal School District bus fleet. In addition to reducing GHG emissions, electric vehicles have the added benefit of reducing engine noise that contribute to traffic noise levels. Therefore, the CAAP would have a beneficial effect of reducing traffic-related noise. There would be no impacts.

b) **No Impact.** The CAAP would not introduce new programs or actions that would generate groundborne vibration. There would be no impacts related to groundborne vibration.

c) **No Impact.** The Santa Monica Airport is located in the southeastern portion of the City. Adoption of the CAAP would not result in an impact related to airport noise. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote the reduction of GHG emissions. The CAAP is a policy document and does not include the approval of any specific project. The CAAP would not increase the number of people residing or working near the Santa Monica Airport. Furthermore, the Santa Monica Airport will be closing in 2028. The CAAP would not have the potential to expose people residing or working in the area to excessive airport noise levels. There would be no impacts.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** Adoption of the CAAP would not result in a population growth or the displacement of housing/people. The CAAP is a policy document and does not include the approval of any specific project. None of the actions in the CAAP would have the potential to induce population growth or displace housing/people (all actions are intended to reduce GHG emissions from planned/anticipated growth in the City). Furthermore, none of the actions would involve the construction of projects that could displace housing/people. There would be no impacts.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact.** Adoption of the CAAP would not result in impacts on public services. The CAAP is a policy document and does not include the approval of any specific project. None of the actions in the CAAP would have the potential to increase population growth and associated demand for public services (all actions are intended to reduce GHG emissions from planned/anticipated growth in the City). The CAAP would not require the construction of new or physically altered governmental facilities for fire, police, schools, parks, and other services. There would be no impacts.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** Adoption of the CAAP would not result in impacts on public services. The CAAP is a policy document and does not include the approval of any specific project, including recreational facilities – the construction of which could result in adverse environmental effects. Furthermore, none of the actions in the CAAP would have the potential to increase population growth and associated demand for recreation (all actions are intended to reduce GHG emissions from planned/anticipated growth in the City). The CAAP would not increase the use of recreational facilities such that physical deterioration would occur and would not require the construction of new or physically altered recreational facilities. There would be no impacts.

XVII. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b) ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: Regional vehicular access to the City is provided by the Santa Monica Freeway/I-10 freeway with on- and/or off-ramps at 4th Street/5th Street, Lincoln Boulevard, 20th Street, Cloverfield Boulevard, and Centinela Avenue. The I-10 freeway traverses east west through the City and ends at Pacific Coast Highway/Highway 1 (Hwy 1). Hwy 1 provides access to the coast and coastal communities to the north (e.g., City of Malibu). The I-405 freeway is located 3 miles northeast of the City provides north-south access throughout the west Los Angeles Basin.

Public transit in the City is provided by the Expo Light Rail (Expo LRT) and the Santa Monica Blue Bus (BBB) and Los Angeles County Metro. The Expo LRT started operation on May 2016 in Santa Monica and connects Santa Monica through West Los Angeles/Culver City to downtown Los Angeles. The Expo LRT has three stations in the City: Downtown Station, 17th Street/Santa Monica College, and 26th Street/Cloverfield Boulevard. The Expo LRT operates with headways of 6 minutes during the peak hours. The BBB provides high frequency, easily accessible bus service in the City connecting riders to nearby destinations, including Downtown Los Angeles, University of California, Los Angeles (UCLA)/West Los Angeles, Century City, LAX, Venice, and Expo Phase 1/Culver City.

Santa Monica has approximately 45 miles of bicycle facilities, composed primarily of designated bike paths or bike lanes (referred to as Class I and Class II facilities), and designated bike routes (Class III facilities). In addition to these bicycle paths and lanes, the City has recently marked

various streets in the City as shared-vehicle/bicycle lanes (Class III facilities) and included bicycle detection zones at signalized intersections. These lanes have been painted with "sharrow" markings. Bicycle parking is available throughout the City, including at on-street racks, and at public and private facilities.

The City also operates the Breeze Bike Share program, which provides quick and convenient access to bicycles at more than 50 hubs around the City. The bike share program serves as an important alternate mode of transportation for first mile-last mile connections to bus and the Expo LRT. Additionally, new technologies have also led to the expansion of additional mobility options, including Uber, Lyft, and the Bird. The City continually works with these new technology companies to ensure safe travel for all users in the circulation system.

a-b) **No Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment including effects on the circulation system. The CAAP is a policy document and does not include the approval of any specific project. The CAAP would not result in a significant adverse impact on the transportation system. Rather, the CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). All these actions would expand mobility options and minimize vehicles miles traveled (VMT). The CAAP proposes to convert 50% of all local trips to foot, bicycle, scooter, and/or skateboard and 25% of all commuter trips to transit. Therefore, the CAAP would not conflict program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and would not be inconsistent with State/local regulations/plans to reduce vehicle miles traveled. There would be no impacts.

c) **Less Than Significant Impact.** The CAAP would not result in impacts related to a hazardous design feature. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment. Further, the CAAP is a policy document and does not include the approval of any specific project. The CAAP includes actions that call for the expansion of the mobility infrastructure (Action SM2), protected bike lane network and bike facilities and pedestrian network (Action SM5), Breeze bikeshare fleet (Action SM2), , mass transit infrastructure improvements (Action SM8), and electric charging facilities (Action SM11). However, these physical improvements are anticipated to be designed and constructed in accordance with applicable regulations addressing safety, including Santa Monica Municipal Code requirements. Impacts would be less than significant.

d) **No Impact.** Adoption of the CAAP would not result in an impact on emergency access. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on emergency access. The CAAP is a policy document and does not include the approval of any specific development or infrastructure project that would create adverse impacts. Rather, the CAAP would have beneficial effects on emergency access. The CAAP includes strategies to increase City resiliency to climate change effects, including gradual changes and climate-related emergencies such as storms, coastal flooding, and wildfires. Actions CRC 1-8 would enhance City readiness to respond to risks and prepare residents for a changing climate and build community resilience of the City's populations at greatest risk of climate hazards. Therefore, the CAAP would not impair or physically interfere with emergency access. There would be no impacts.

XVIII. TRIBAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** Adoption of the CAAP would not result in impacts on tribal resources. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on tribal resources. The CAAP is a policy document and does not include the approval of any specific project that would disturb or alter a tribal resource. Furthermore, implementation of the actions identified in the CAAP would be dependent on the availability of funding sources and would be subject to future environmental review on a case by case basis. Therefore, there would be no impacts.

XIX. UTILITIES AND SERVICES SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or communications facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting: The City distributes water to approximately 18,000 customer accounts through a 250-mile network of water lines ranging from 4 to 36 inches in diameter. The age of individual water lines in the Downtown vary because upgrades to portions of the water distribution system occur incrementally. The City upgrades the water lines as the lines age or as a part of new development. The City water supply consists of local groundwater, imported water from Metropolitan Water District of Southern California (MWD), and urban treated runoff water from the Santa Monica Urban Runoff Recycling Facility (SMURRF). The City's primary sources of water supply include groundwater drawn from the Santa Monica Groundwater Basin (SMGB) and regional water supplies provided by the MWD.

The City of Santa Monica Water Resources Division manages its wastewater collection system and its Coastal Interceptor Sewer System (CISS), which includes 2,875 sewer line segments of 152 miles of pipeline, two flow monitoring and sampling stations and one 26 mgd pumping station. The capacity of the CISS is 80 cfs or 51.7 mgd, which is the maximum demand for the 2090 Sunset Year of the CISS (City of Santa Monica 2009). Current City of Santa Monica net flows average 9.23 mgd with total flow including City of Los Angeles pass through to the Hyperion Treatment Plant

averaging 13.29 mgd. As such, the City's 9.23 mgd of wastewater flows contributes approximately 2.7 percent of the daily flows received by the Hyperion Treatment Plant.

The City collects, transfers, and disposes of trash, processes green waste and food scraps for compost, recycles single-stream commingled recyclables, and provides a state-authorized e-waste collection facility. The City sorts and sends disposed items to reuse and recycling facilities instead of landfills whenever possible, which is a solid waste management approach otherwise known as diversion. Municipal solid waste generated in the City is hauled through the Southern California Disposal Transfer Station (1908 Frank Street) within the City and then transferred for disposal at several vicinity landfills or converted to energy resources at transformation (waste-to-energy) facilities. Based on the most recent data, the City diverted 77% of its waste from landfills in 2015.

a) **Less Than Significant Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment. The CAAP is a policy document and does not include the approval of any specific project. The CAAP does not call for the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, natural gas, or communications facilities. However, the CAAP includes actions that call for the electric charging facilities (Action SM11). These electric charging facilities would not have an adverse impact on the environment, since such facilities are small, commonplace in the urban environment, and are typically constructed within enclosed garages. Additionally, these facilities are generally exempt from CEQA (Class 1 Existing Facilities and Class 3 New Construction of Small Structures).

Additionally, the CAAP includes actions to pilot energy storage facilities and localized microgrids (Action ZNC3). The types of energy storage facilities and microgrids anticipated under the CAAP would be small in scale and are not anticipated to result in significant adverse effects on the environment. Such facilities would either be underground or if above ground, would likely be constructed in accordance with the Santa Monica Municipal Code's requirements for building/safety and CPUC regulations. The installation of photovoltaic panels would occur on rooftops of buildings and would not cause adverse physical impacts on the environment. Large-scale substantial renewable energy facilities, such as a wind or solar farm or large solar panel installations that could have adverse environmental impacts are not proposed by the CAAP. Adoption of the CAAP would not result in an adverse impact related to the construction or expansion of new utility facilities. Therefore, there would be no impacts.

b) **No Impact.** Climate change is likely to increase the duration and severity of droughts in California. Increasing temperatures and changing precipitation patterns can create periods of abnormally dry weather that can produce hydrologic imbalances and result in water supply shortages and other impacts.

As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on water supplies. The CAAP is a policy document and does not include the approval of any specific project that would increase water consumption and deplete water supplies. Rather, the CAAP would result in beneficial effects on water supplies with actions that aim to achieve the City's goal of water self-sufficiency. For example, Actions H2O1-5 seek to expand water conservation program, expand the direct install water fixture program, implement the SWIP to treat runoff and wastewater, and research new technologies in water conservation. These actions would have a beneficial impact on water supplies. Therefore, there be no adverse impacts to water supplies.

c) **No Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on wastewater treatment capacity. The CAAP is a policy document and does not include the approval of any specific project that would increase water consumption and associated wastewater generation. Adoption of the CAAP would not result in adverse impacts related to wastewater treatment capacity. Rather, the CAAP would result in beneficial effects with actions that aim to achieve the City's goal of water self-sufficiency and reduce wastewater needing treatment at the Hyperion Treatment Plant. For example, Actions H2O1-3 seek to expand water conservation program, expand the direct install water fixture program, implement the Sustainable Water Infrastructure Project to treat runoff and wastewater, and research new technologies in water conservation. Adoption of the CAAP would result in beneficial impact on wastewater treatment facilities. Therefore, there would be no impacts.

d-e) **No Impact.** As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, including impacts on solid waste facilities or solid waste plan. The CAAP is a policy document and does not include the approval of any specific project that would increase waste generation. Rather, the CAAP would result in beneficial effects with actions that aim to achieve the City's goal of zero waste. For example, Actions ZW1-ZW6 seek to increase landfill diversion (i.e., reduce the amount disposed of at landfills) with programs that would provide increased organics recycling, waste auditing, expanded composting, and increased construction and debris diversion. Actions ZW7-ZW10 would promote the reuse and recycling of waste materials. Adoption of the CAAP would be beneficial in reducing waste disposed of at solid waste facilities. Therefore, there would be no impacts.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff post-fire slope instability or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) **No Impact.** The City of Santa Monica is highly urbanized. No wildlands exists adjacent to the City, which could pose a significant wildfire risk. None of the actions in the CAAP would expose people or structures to wildfire risk. Rather, the CAAP includes beneficial actions to address climate change effects, including increased wildfire risk. Researchers project that warmer temperatures from climate change will increase the frequency of days with unhealthy levels of ground-level ozone. Warming temperatures and lengthened growing seasons can lead to increased wildfires. Although the wildfire risk in Santa Monica is non-existent due to its surrounding urban buffer, the City is close to a number of mountainous ranges (including the Santa Monica Mountain ranges) where wildfire risks are projected to increase due to climate change. The CAAP's actions would reduce GHG emissions, with the goal of achieving carbon neutrality, to address climate change effects. For example, actions identified in the CAAP aim to increase the energy efficiency of existing buildings (ZNC5-ZNC12). Additionally, the CAAP includes actions to promote an increase in zero emission vehicles (SM11-SM13) and carbon sequestration opportunities (Actions LCFE6-CF5). Therefore, the CAAP would have beneficial effects by reducing potential future wildfire risk from climate change. Additionally, the CAAP includes strategies to increase City resiliency to climate change effects, including gradual changes and climate-related emergencies such as storms, coastal flooding, and wildfires. Actions CRC 1-8 would enhance City readiness to respond to risks and prepare residents for a changing climate and build community resilience of the City's populations at greatest risk of climate hazards including wildfires. Therefore, the CAAP would not result in impacts related to wildfires. There would be no impacts.

XXI. MANDATORY FINDINGS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The CAAP is a policy document and does not include the approval of any specific project. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote a reduction in GHG emissions. The CAAP would not diminish wildlife habitats or eliminate important examples of the major periods of California history or prehistory. As discussed in Section IV, Biological Resources, and VI, Cultural Resources, impacts would be less than significant.

b-c) **No Impact.** The CAAP is a policy document and does not include the approval of any specific project. As identified in Table 1, most of the strategies and associated actions proposed in the CAAP would not result in adverse physical impacts on the environment, but rather would promote a reduction in GHG emissions. Implementation of the actions identified in the CAAP would reduce GHG emissions, and have positive effects on the environment including reduction in air emissions, decrease in vehicle miles traveled, reduction in energy consumption, and increased water conservation. There would be no impacts.

